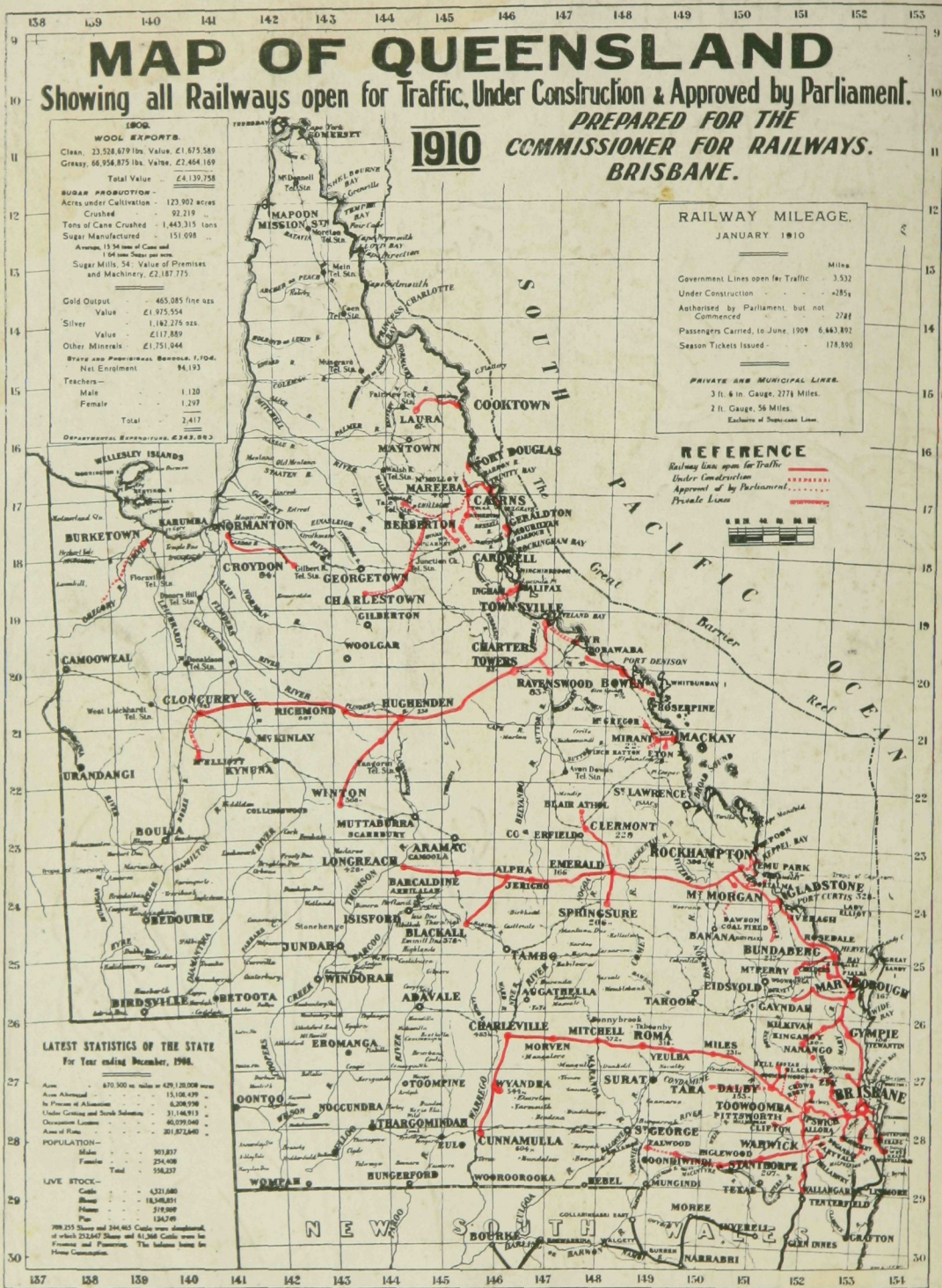


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QUEENSLAND RAILWAYS.

HAND BOOK
TO
CAIRNS AND HINTERLAND

INCLUDING

Mourilyan,
Johnstone River,
and **Port Douglas.**

1910.

**COMPILED BY ORDER OF THE
COMMISSIONER FOR RAILWAYS.**



THE STRAND, CAIRNS.

Facing Trinity Bay and the Pacific Ocean. The residences of many of the leading residents are situated on the Strand, where they obtain the full benefit of the trade winds.



ABBOT STREET, CAIRNS, LOOKING WEST.

Abbot street is the principal business street in the town, and is a fine wide thoroughfare with some beautiful shade trees.

CAIRNS DISTRICT.



To those who hold that the pleasures of life can never be exhausted so long as there are fresh scenes to be visited, and hitherto unknown parts to explore, this part of Queensland presents a fruitful field for investigation.

The object of this little book is to illustrate a few of the well-known beauty spots; but away from the beaten track, nestling in the heart of the dense Northern jungle, there are numerous beauties and wonders to be unveiled, whilst several are here described. Such views as the Barron Falls, Cairns Range, and Atherton Scrubs are within the reach of all tourists with a few days to spare; but beyond these are magnificent scenes and great mineral wealth, waiting to welcome the tourist and explorer. Of the Chillagoe Caves, the "Royal Arch," "Organ," and "Snow" Caves are well known; but among those huge limestone cliffs between Chillagoe and Mungana, rearing their fantastic peaks in diversified shapes, there are no doubt scores of caves awaiting an explorer prepared to systematically investigate the weird and hitherto unknown wonders concealed beneath their rugged exteriors.

One such has lately been discovered in the immediate vicinity of Mungana, illustrations and descriptions of which will be found in these pages.

For the first time we are able to picture the Emerald, Cowley, Fishers, Freshwater, and Cashmere Falls, and also present new photographs of the Barron, Tully, and Mill-Stream Falls, and other beauty spots of this picturesque portion of the State.



A TIMBER-GETTER'S HOME, REDLYNCH.

The large tree to the left is a Mango. The Palms are Cocoanut Palms.



These falls are 9 miles from Red-lynch Station. It is from this source that the water supply of Cairns is to come; the works are now in an advanced state, the pipe trenches cut for many miles, and the service pipes conveyed along the route.



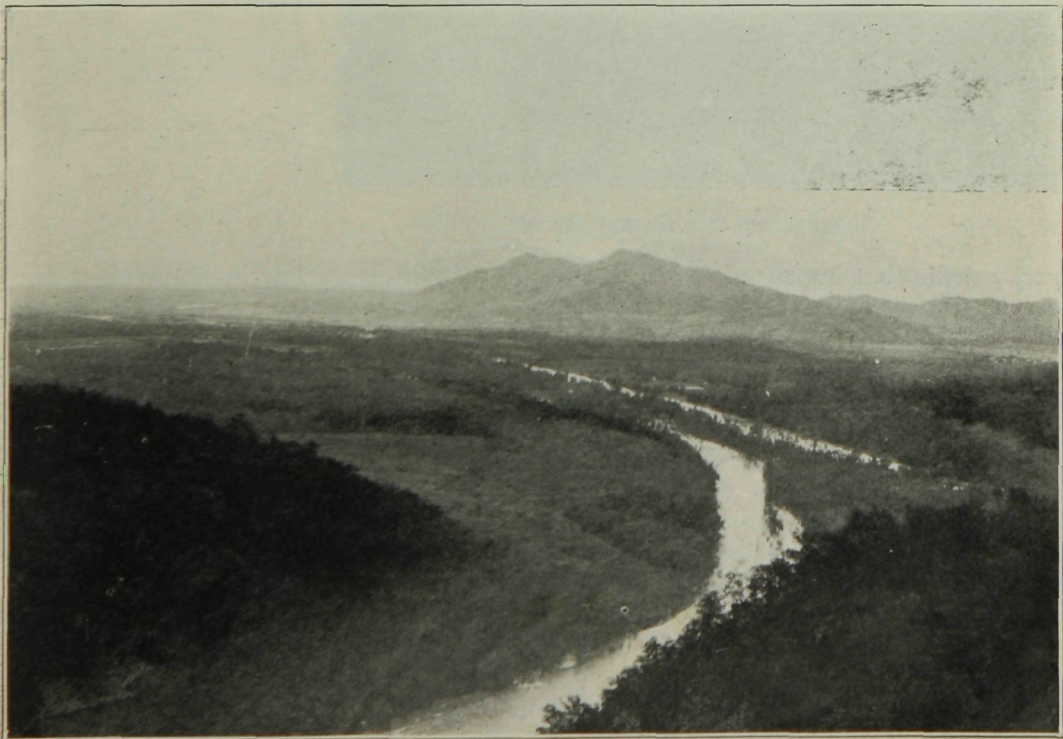
FRESHWATER CREEK FALLS.

To the man of leisure desiring change of scene, or the business man wishing to escape the worries of his shop or office, we heartily recommend the trip to the Cairns District. Does the prospect of a sea voyage frighten him? Then he may escape rough seas by taking the railway to Gladstone. From that place he may embark in the Northern mail steamer "Wodonga," and is practically ensured a calm trip amongst the picturesque islands which dot the coast inside the famous Barrier Reef.

For the first time in the experience of thousands of travellers, they are able to enjoy a sea voyage on the magnificent 2,300-ton vessel, with an even keel under them, and to sit down comfortably to a meal at sea. How well those attentive stewards provide for the wants of those under their care! Then the views that meet us on every hand. Here we are through the Whitsunday Passage—surely this is a river that we are gliding over—islands with verdure clad down to the water's edge, the home of ferns of luxuriant growth, of orchids of many species, and of graceful, drooping palms. Truly every prospect pleases.

The famous Yosemite Valley of America may have higher waterfalls, grander rocks, deeper chasms, and bigger lakes, but no other known spot has that charm of combination which gives the beauty and dignity to the Barron. Tully, Millstream, and other Falls portrayed in these pages, the former of which is so vividly described by Messrs. Bedford, Wirt, McDonald, Dutton, and other visitors, but as most of these have only seen the Barron in its winter garb, what would be their impressions if they could view it in full flood as shown on page 14.

From a scenic point of view, the best time to pay a visit is in the wet season, between January and April. Then the Barron, swollen by the tropical summer rains, is a mighty stream, dashing over the precipice in its wild leap of 800 feet, into the narrow gorge at its foot, madly rushing on its tortuous way down the



THE BARRON VALLEY AS SEEN FROM THE RANGE.

False Cape and Cape Grafton are in the background. Part of the town of Cairns may be seen on the right.



TUNNEL ON THE CAIRNS RANGE.

Notice the wealth of tropical vegetation on both hands. The bridge in the foreground spans a deep ravine down which the water dashes with noisy clamour to the gorge hundreds of feet below. There are numerous tunnels to be passed through between Redlynch and Kuranda, although none of them are very long.

rocky defile that imprisons it, till it emerges many miles below into the wider and quieter waters of the lower Barron, finding its way to the ocean amid quiet banana groves and sugar plantations.

Fortunately we are able to reproduce, for the benefit of those readers who are unable to visit it at this season, this fall as it appeared during the floods of January, 1910. For comparison it is also given in half flood.

What a scene for the artist to portray. What a theme for the poet to describe. Here he will find inspiration if anywhere on earth. Here surely is Fairyland, the home of nymphs and fays.

Cairns is situated on Trinity Inlet, which is a continuation of the Bay of the same name, the southern head being Cape Grafton, so named by Captain Cook; and the site of the town is only 3 or 4 feet above high water level.

The tropical heat is tempered by the north-east trade winds, which come up about 11 o'clock in the morning. Plenty of shade is afforded by the gigantic fig and other tropical trees, which have been carefully preserved, and give a picturesque appearance to the streets.

Here the tourist sees, in all their glory of colour, Crotons, Acalyphas, Dracinas, and other foliage plants of yellow, green, and scarlet of all hues, forming a mass of brilliance which must be seen to be appreciated.



As will be noticed in the illustration, a spider-like steel bridge spans the gorge down which this creek rushes.

There is another very fine fall on the same creek, but higher up the range; the ascent is rather difficult, but those who delight in overcoming obstacles will be richly rewarded for the trouble and energy expended in the climb.



STONEY CREEK FALLS.

But Cairns is not the tourist's destination; it is merely a resting place by the way. The mountain peaks, that are so clearly visible from the ship's deck, are calling to him, and he longs to climb to higher altitudes and investigate for himself the mysteries they hold. Up there is the Barron Gorge, the numberless cataracts and beauty spots that hitherto he has only seen in pictures and dreams, and Cairns with all its attractions must take a second place.

So a ticket is secured and a place taken on the panting train, and the journey to the wonderland commences.

At first the line is flat, but interesting, for on every side the luxuriant tropical foliage is in evidence, and at 7 miles we reach Redlynch, at the foot of the Barron Range. About a mile from Redlynch Railway Station there is Kamerunga State Nursery, which is well worthy of a visit. Here are grown coffee, cocoanuts, breadfruit, rubber, and other tropical products too numerous to mention, and here also are being worked out many problems of tropical agriculture for the benefit of all dwellers in the North. And whilst the utilitarian is the main feature of the Nursery, the æsthetic is not lost sight of, for there is a magnificent plantation of ornamental foliage plants that is worth travelling a thousand miles to see.

Redlynch is the centre of a large banana-growing district; from the railway station large consignments of this favourite fruit are despatched; also quantities of Papaws, Granadillas, and other tropical fruits.



THE RED BLUFF, CAIRNS RANGE.

This prominent feature of the landscape is observed from Stoney Creek Station, from which it is distant about a mile; the precipice to the right drops some hundreds of feet to the Barron River.



VIEW ON THE CAIRNS RANGE, NEAR STONEY CREEK STATION AND FALLS.

This view, which is taken from near the Glacier Rock, gives a fair idea of the way in which the railway line bends round the edges of the mountains; the precipice in the foreground is many hundreds of feet deep.

A track to the bottom has been formed at the station, easily negotiable by visitors who do not mind a rather stiff climb.



MERVYN CREEK CASCADE.

From Redlynch the ascent of the Range commences; a change is noticeable in the character of the vegetation, the low-lying river flats are left behind, whilst the rare wealth and beauty of the tropical scrubs open to our view.

As the train winds its serpentine course around and between the hills we obtain glimpses of mountain, valley, waterfall, and gorge; whilst at our rear stretches a beautiful panorama of plain, coastline, sea, and island.

Under the languorous influence of the genial winter climate, characteristic of this country, we are tempted to imagine that we have reached Lotus Land, and the beautiful words of Tennyson come vividly before our minds—

A land of streams! Some, like a downward smoke,
 Slow-dropping veils of thinrest lawn, did go;
 And some thro' wavering lights and shadows broke,
 Rolling a slumbrous sheet of foam below.
 They saw the gleaming river seaward flow
 From the inner land:

Where beauties abound on every side it would perhaps be invidious to point out any single feature, still some special land-marks must be referred to.

At 14 miles Stoney Creek Falls is reached. As a rule tourists are content with a passing view as the train rushes along the edge of the gorge, but this point



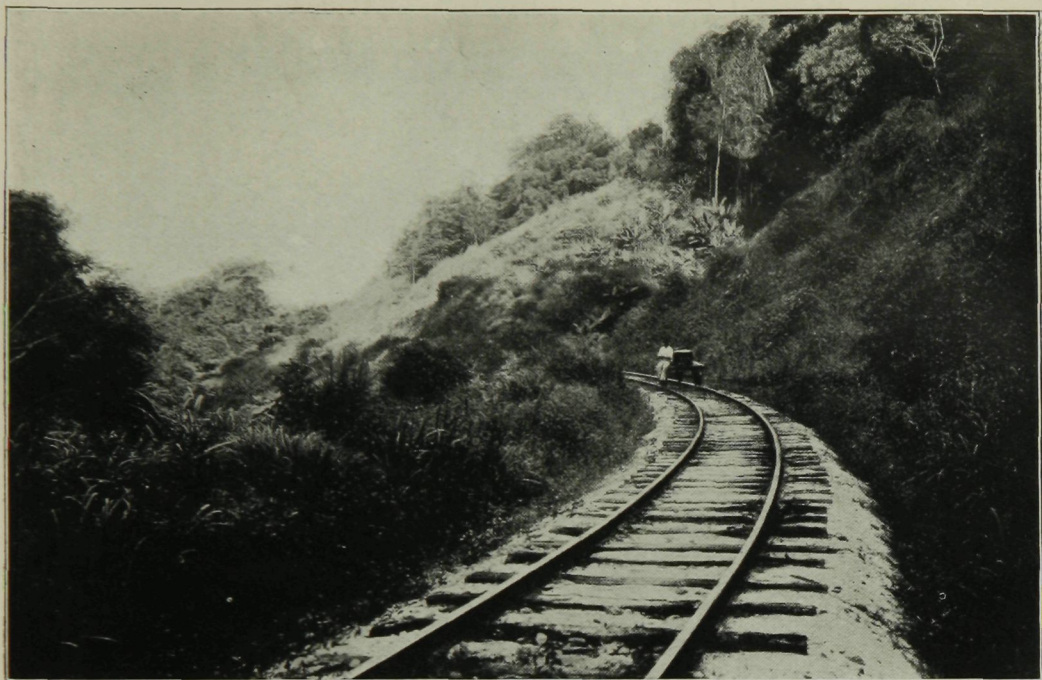
SURPRISE CREEK FALLS.



UPPER FALL, SURPRISE CREEK.

is well worth a few hours' stay over. The visitor is advised to leave Cairns by the morning train, providing him or herself with a luncheon basket, and pursuing the plain track formed to the foot of this beautiful fall, from whence a great view is obtained of both falls, above and below the bridge, whilst the creek may be followed to its junction with the Barron; catching the afternoon up train due at about 3.40 p.m. at Stoney Creey Station.

The high rounded grey hill that we see before us to our left is the Glacier Rock, and then the Red Bluff is passed, then Surprise and Mervyn Creeks, and the peculiar Monolith on the right hand side of the line known as Robb's Monument, so named after the contractor who built the railway.

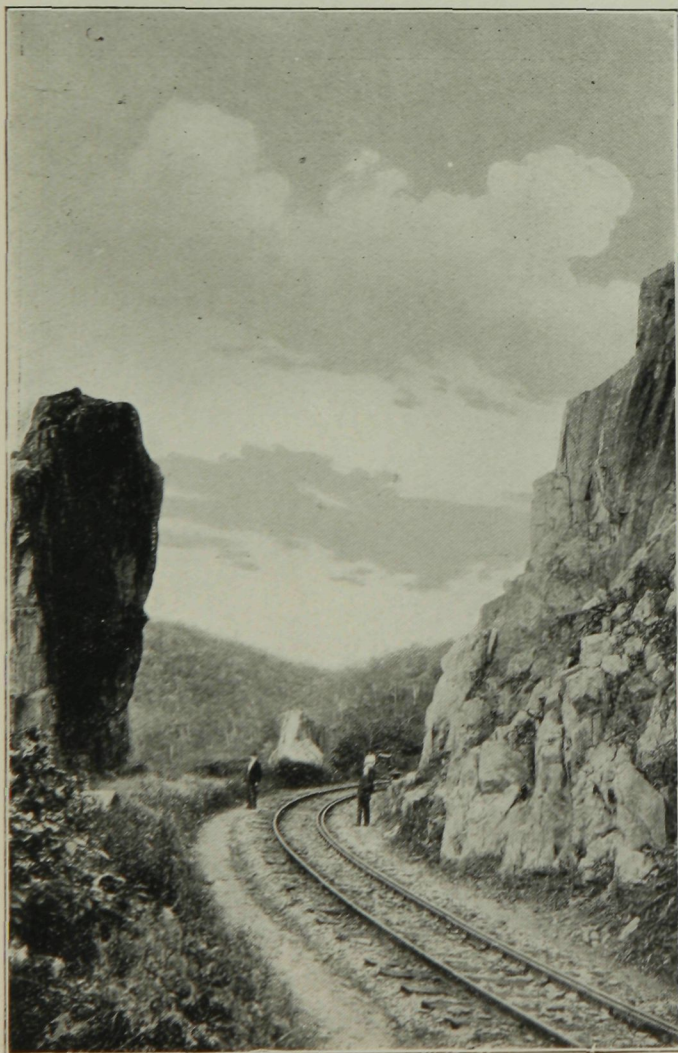


VIEW ON THE RANGE.

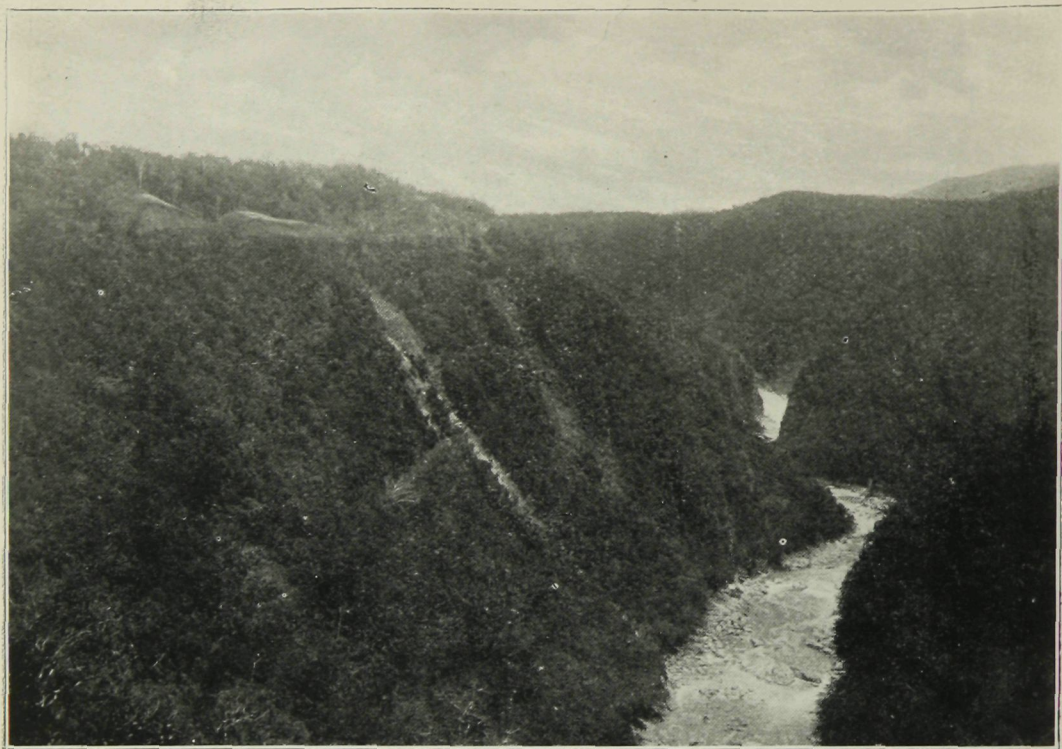


This monolith of rock, standing out abruptly alongside the railway line, is a most peculiar feature in the landscape. It has the appearance of having been split off from the adjacent cliff by the axe of some prehistoric giant. Had it been situated in England, it would have served as a Druids' altar.

It is named after the contractor who constructed the line.



ROBB'S MONUMENT.



THE BARRON GORGE, BELOW THE FALLS.

The railway line skirts the heights on the left of the picture.



BARRON FALLS FROM THE BOTTOM; HALF FLOOD.

To reach this spot visitors have to be assisted down with ropes.



BARRON FALLS; HALF FLOOD.

During the last few miles the permanent way has been gradually ascending, with, on one hand high precipitous hills, and on the other deep cavernous gorges, all densely clothed with beautiful tropical jungle. At 19 miles Barron Falls Station is reached, at an altitude of 1,080 feet.

At Kuranda, 21 miles, there are first class hotels, and it is the rule for visitors to make a stay of a day or two, it forming a good centre from which to



THE BARRON FALLS IN FULL FLOOD.

This picture was taken on the 26th January, 1910, when the Barron River was in higher flood than it had been for many years past. The sight was one never to be forgotten, and beyond the power of words to describe.



THE BARRON RIVER ABOVE KURANDA; HALF FLOOD.



THE SPRINGS FALL, NEAR TOLGA.

This charming cascade is situated near the railway line, about 5 miles on the Mareeba side of Tolga. The peculiar feature of the stream is that it comes spouting out of the hillside in a fairly large volume. The fall as illustrated is about 200 yards below the source, and is a most charming spot, with a wealth of fern growth overhanging it on all sides.

The nearest stopping place on the line is Rocky Creek.



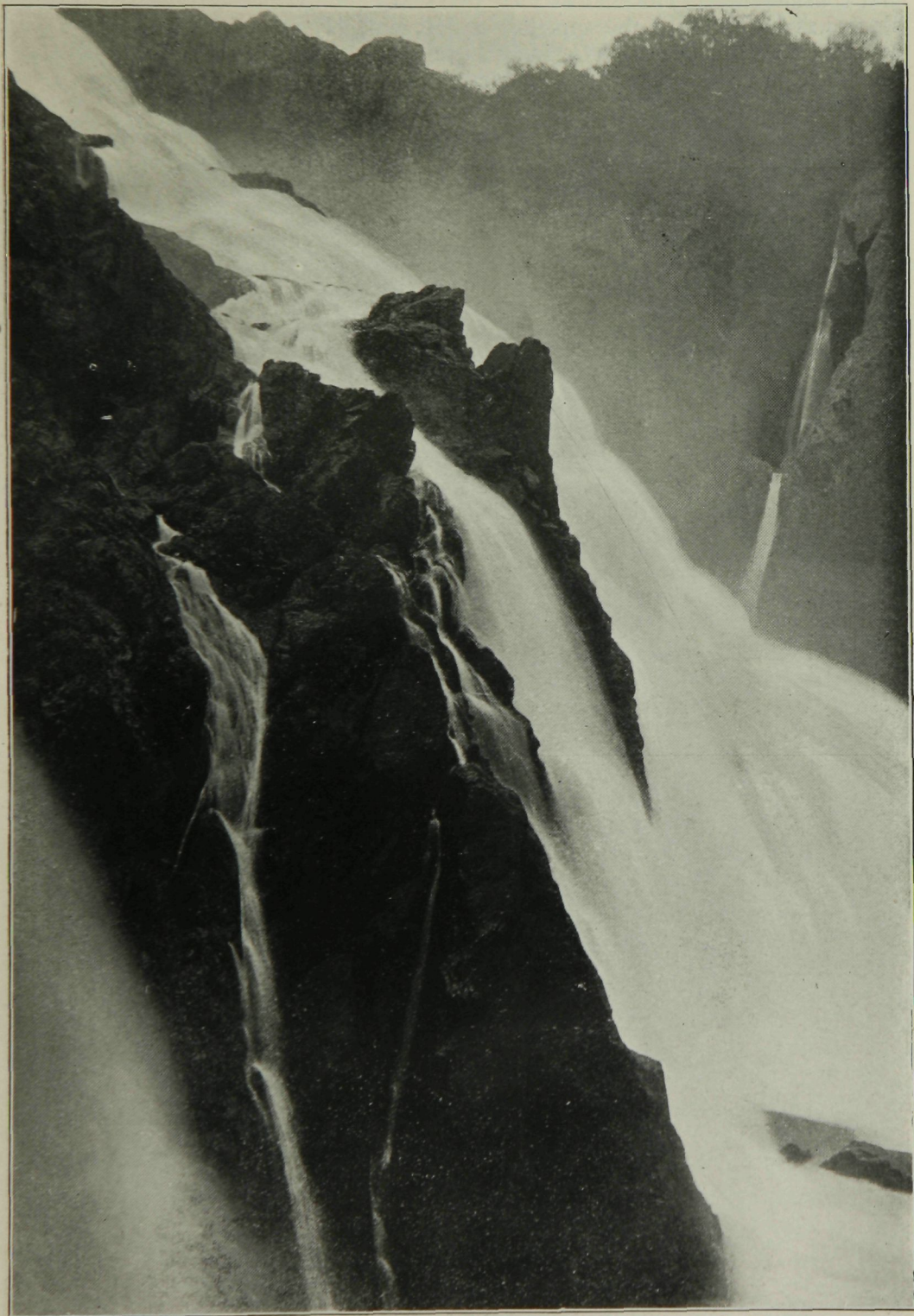
THE GIANT TREE NEAR BARRON FALLS.

Opposite the Falls Station tourists will observe a notice-board directing them to the "Big tree," which is about a $\frac{1}{4}$ -mile from the line, the track being through the scrub. The tree is a kauri pine (*Agathis robusta*), many fine specimens of which are to be found in the North Coast scrubs, near Noosa.



THE BOTTOM OF THE BARRON FALLS.

This is the last leap of the river as it emerges into the Gorge, through which it winds its sinuous but more peaceful way to the sea.



BARRON FALLS (IN FLOOD), SIDE VIEW.

The small cascade to the right is known as "The Grey Mare's Tail."

view the various points of interest in the vicinity. Of course, the Falls demand our first consideration. The cursory view that was obtained as the train passed slowly along has but whetted the appetite—a day must be spent in seeing this superb piece of Nature's handiwork. Steps have been formed to about half-way down the gorge, and the Government contemplates continuing this track to the foot of the Falls.

Besides the Falls there are other points of interest. To the lover of plants the scrubs are a never-ending source of interest, a small creek near the Falls Station, known as Rainbow Creek; Jumrum Creek, at the back of Kuranda, either of which, if followed up, will give specimens of ferns of many varieties, besides lycopods and orchids, but one must beware of encountering the dreaded stinging-tree (*Laportea gigas*), the slightest contact with which will be remembered for many days; or the treacherous lawyer vines (*Calamus Muelleri*), with their hook-like prickles.

The first named is easily recognised by its large handsome green leaves, covered with spike-like hairs; the latter needs no introduction, as their long hooked tentacles float about in the air, ready to fasten on to the unwary traveller, and declines to let go of its grip without considerable persuasion.

The line after leaving Kuranda continues to follow up the bank of the Barron River, now a quiet stream, past Myola, Mantaka, Oaklands, and Koah, the latter being at the junction of the Clohesy and Barron, after which the latter is lost sight of for a time, and is not again sighted till Biboorha is reached.

From this station a branch line of 20 miles runs in a northerly direction to Mount Molloy Mines, the main line crossing the Barron and leaving that river on the left.

At 46 miles, Mareeba (at the junction of Granite Creek and the Barron) is reached, and from this point the Chillagoe Company's line branches off with a westerly trend, the main line going to the south.



SCRUB ROAD BETWEEN TOLGA AND ATHERTON.



Many of the stalks are 15 feet high, and the crop for this year is estimated at from 1 to 2 tons per acre; the area planted being upwards of 25,000 acres.



MAIZE NEAR ATHERTON.

At Tolga, 64 miles, a branch line is now nearly completed, in a southeasterly direction to the head of the Johnstone River, 19 miles. A portion of this is now open for public traffic as far as Yungaburra, 10 miles from Tolga, the whole route being through the famous Atherton Scrub, most of which is still undisturbed, and passengers availing themselves of this route have to ride for many miles between walls of dense jungle, beautiful with rich tropical foliage in all shades of green, the soil being of the richest description.

By the construction of this branch, Lakes Eacham and Barrine are easily available to tourists, and all should take advantage of the opportunity to visit those weird and beautiful wonders of Nature as yet undisturbed by art of man. The former is within $1\frac{1}{2}$ miles of the new line.

Atherton, 68 miles, is the next station, and visitors should spend at least a day here, driving round through the rich maize farms; the stalks of this grain often reach a height of 15 feet. It is estimated that the yield this year (1910) from the 25,000 acres under crop will be about 35,000 tons, the average on cleared land being 2 tons, and from newly-planted land 1 ton, to the acre.

Atherton is 2,466 feet above sea level, and has a most delightful summer climate. The main line is now being extended to Evelyn, *viâ* Herberton, a distance

of 31 miles, opening up large areas of rich agricultural, timber, and dairying lands. From the terminus at Evelyn it is estimated that a good road to the Tully Falls can be found which will bring that famous spot within 16 miles, whilst the Millstream will be only 6 miles.

Herberton, which is picturesquely situated on the Wild River, is regarded as the Sanatorium of the North. It is famous for its mines, tin being the principal item.

The formation of the country is granite, very much like the Stanthorpe District, of South Queensland.

The following descriptions are from the pens of men of wide-world experience in travel, who have gazed upon Nature's wonders in many lands:—

Mr. Donald McDonald (the famous war correspondent) says:—"In a short railway ride of 20 miles from Cairns one may travel through some of the finest scenery of Australia, culminating in the magnificent Barron Falls, the king of cataracts. The train runs most of the way along the Barron Gorge, in scenery wild and majestic, and the trip is one which no tourist going northwards should miss. I have ridden on the box seat of a coach through the famous Buller and Otira Gorges of New Zealand, and looked practically down into Eternity, with only a solid foot of roadway intervening, but it is not more thrilling than this railway running through the Barron Gorge, where there is always the comforting feeling that your lease of life is not terminable by a false step on the part of one of the leading horses. The train stops at the Falls, of which there is a superb view. There is no necessity to rhapsodise—go and see it."

Of the Cairns District, Mr. Randolph Bedford writes as follows:—"Civilisation has done much for Cairns, but not too much. The plateau beyond it, the rich alluvials, the dense vegetation of ferns and orchids, the tangle of immense cedars, lianas, and wild banana have not been improved out of existence by the actors in the wondrous story of persistent courage represented in the scaling of the Cairns Range by the old tracks. The Barron Gorge and the Falls are still as wildly beautiful as when Captain Cook sailed almost under the shadow of Bellenden-Ker, a hundred and thirty-five years ago, and named the arm of the sea by Cape Grafton—Trinity Bay. The traveller now scales the wall of mountain luxuriously in a train, skirting the kauri-grown gorge of the Barron, and almost splashed by the spray of Stoney Creek Falls; leaving Cairns sitting in the wreck of its jungle a foot or so above high-water mark—sweltering in its sun heat in the summer, when it achieves 12 or 15 feet of rain, but merely hot in the winter, and peculiarly healthy at all times—and borne swiftly through many tunnels and around curves ramparted with bananas and ferns.

"Once on the tableland at Kuranda another new world begins for the Southerner. He has had the wonder of the Reef passage, and the romantic new experience of a tropic town in his own country; and now comes to him the marvel of the Atherton Scrub. He has seen the Barron Falls at Kuranda—so indescribably magnificent that only a bad craftsman would attempt their description; a quarter of a mile of mad water, leaping 800 feet to a gorge wandering reptilantly to the sea—a serpent in diorite; and half-way down the descent of the Barron River into the gorge, a central tooth of blackened rock, and on it a tree growing calmly in all that hell of tortured suds and water.

"To the Falls has succeeded typical North Queensland plain country—gigantic, ant-hilled, sparsely wooded with gums. The railway forks at Mareeba—the northerly branch goes to Chillagoe and its rocks, caves, and other lime formations of great beauty—the Balancing Rock, the Leaning Rock, the Lizard's Head, and the caves of Girofla; the southern railway strikes over an elevating plain of basalt, and, in 18 miles or so, reaches its terminus at the Atherton Scrub. There is absolutely no more beautiful forest nor any richer soil on earth than this. I lived in and near this Atherton forest for a year or two, and to me its beauty is as fresh



LAKE BARRINE.

This lake is 7 miles by road from Eacham, and is about a mile across; as will be noticed, the banks are clothed with dense scrub to the water's edge.



LAKE EACHAM.

The line from Tolga to Johnstone River brings this lake within easy reach, the nearest point being $1\frac{1}{2}$ mile distant. At the present time arrangements should be made at Yungaburra for horses, &c.

and alluring as when I first saw it nine years ago. There are cedars and crow-foot elm and silky oak, rose-wood and satin-wood, ferns, orchids, and flowering vines carrying a hundred feet of blossom from ground to summit; banyans of marvellous extent and decorative beauty. Lake Eacham, the unfathomable, which was once an active volcano, and is now a tarn of violet water in the mountains, is only two hours away. Herberton, with its climate of Southern Tasmania, is but a dozen miles distant by the coach road across the Range.

"There be Australians who do not know their country; who have no conception of the luxurious North, and who pursue the tropics to Colombo at great cost—suffering the seas of the Bight and the oppressive ten days across the stale greasy swell of the Indian Ocean to Ceylon; when, at half the expense and in luxurious ease always, North Queensland and the wondrous Reef and the beauties of the Main lie awaiting them. The round trip to Cairns or Cooktown is a matter of an easy month; if time does not tie the tourist, there is another new world in Torres Strait and its islands; a polyglot, polychromatic world of pearlers and Binghis and Trepang fishers—and all the new and interesting native peoples of Northern Queensland waters—of the Three Sisters and Saibai, of Darnly and Nagheer. I know Australia better than most Australians. If there is one place more than another that clinches my belief in our country as the finest of the earth, it is that land of opulence and beauty—the 'Magic North.'"

Mr. H. Dutton, of Analby, S.A., who recently made a cruise in the steam yacht "Adele" in Northern Queensland waters, in an interview with a *Courier* reporter, states as follows:—"The truly tropical character of the Cairns scenery, the stately palm trees, luxuriant foliage, and the waterfalls all make a picture such as the party had not seen anywhere else in Australia. The scenery is unsurpassed in any part of the world."

The Hon. C. J. Ham is making his first visit to the North of Queensland, and speaks in superlatives of the winter climate of this State, also of the scenic beauties of the North, especially Hinchinbrook Channel. He was deeply impressed with the wonderful resources of Queensland—resources which are not truly appreciated by those in the Southern States. His trip to the North, he says, has been a revelation to him, and he points out that residents of Southern Australia are exceedingly fortunate in so much that a few days' journey will enable them to escape the terrors of their winter, and find a genial climate in Queensland, while on the other hand in summer they can find a change from heat in the eternal snows of parts of New Zealand.—(*Courier*, 8th August, 1907.)

By reason of its numerous and varied scenic attractions, its cloudless skies, and genial climate in winter time, Northern Queensland, particularly that portion of it lying in and immediately around the Cairns District, Dr. John Thomson considers, offers to the tourist and the seeker after health exceptional advantages.

"We talk about the beauties of the Main Range in Southern Queensland," exclaimed the doctor, "but its scenery is not for a moment to be compared with that to be seen on the Barron Range, with its rugged grandeur, generously relieved by patches of rich, many-hued tropical vegetation. The Hawkesbury scenery is very beautiful, but I do not consider it to be in the same class as that of the Barron Range. Nor is the sight to be obtained from the summit of Mount Wellington, near Hobart, superior to some of those exquisite glimpses of Nature, which are to be found along the railway line between Cairns and the Barron Falls."

"Another place well worthy of a visit is the Kamerunga Experimental Farm, where may be seen a most interesting collection of economic plants. There we saw tea, coffee, rubber, cinnamon, cinchonas, and numerous other varieties of useful shrubs and trees flourishing under the tropical sun. The avenue of crotons also was something to excite the keenest admiration.



CARRINGTON FALLS.

Seven miles from Atherton, on Atherton-Herberton Extension.

“The Colonial Sugar Refining Company's large mill at Hambledon was another interesting place visited. At this mill, which swallows up 520 tons of cane a day, we saw the whole process of raw sugar manufacture being vigorously prosecuted, from the time the huge stalks were placed on the cane-carriers until the familiar product was taken from the centrifugals, and automatically carried into the storeroom, at the ratio of 2 cwt. for every ton of cane crushed.

“The railway people also do all in their power to popularise the Cairns District as a holiday or health resort. Special tourist trains are run, and these are stopped at every vantage point along the line, where, from specially constructed platforms, the passengers may view the various scenic beauties there to be found in such profusion. These beauty spots are pointed out by an officer of the department. Picnic reserves also are provided, and altogether the excursion is a most enjoyable one.



WILD RIVER FALLS.



About 4 miles from the town of Herberton this pretty cascade is situated. The spot is a favourite one for picnic parties. It is from this source that the water supply of Herberton is to be drawn, the preliminary work being now in progress. The railway line passes within a mile of the falls.

The Wild River is a branch of the Herbert, which it joins near Gunnawarra Station, 25 miles from Mt. Garnet.



"But time would fail," concluded Dr. Thomson, "to tell of all the wonderful things to be seen in North Queensland. Mrs. Thomson and I, who had been unwell prior to our leaving for that attractive part of the State, have now recovered our usual health, and indeed have benefited very greatly by a trip which I shall certainly have no hesitation in recommending in the future."



Nature's Australian Masterpiece.

By Rev. L. L. WIRT, B.D.

How like a shy lass is Dame Nature. She hides her charms from the heedless and indifferent, but flashes them forth upon her lovers. For them she dons her best frock; for them reserves her most radiant smile.

Her moods are as variant as her colouring, and her admirers must be prepared to follow with fine constancy every caprice and charming grace of their mistress, would they fill their souls with her beauty. Only to those who tarry long next to Nature's heart will she unfold her secrets, and whisper the "open Sesame" that unlocks her treasure house.

So long as the sunshine dances on the river, and the royal blues deepen along the Australian hills, will Nature wait to be wooed and won by the mammon worshippers who traffic in her vestments.

For one who has stood knee-deep in the wild flowers of Western Australia and watched the black swan part the waters of the beautiful stream that bears his name; who has stood upon Mount Lofty and counted the lights of the South Australian capital come out along the fertile valley between mountain and sea until they paled the stars overhead; who has explored the Launceston Gorge and marvelled at Victoria's fern-tree scrub; who lived midst the natural wonders of N.S. Wales and never failed to pay homage to the classic beauties of Sydney's harbour; for him it was reserved to draw back a curtain of tropical foliage in far Northern Queensland, and there gaze upon what he immediately felt was Nature's Australian Masterpiece.

The pictures of Barron Falls do not impress one. This whole region awaits a photographer with soul, and the courage to exploit its glorious canyon with bare feet and rope ladder.

Upon examining the "Official photographs" one would not venture to estimate the height of the Falls at more than 100 feet. As a matter of fact the wild plunge is nearer 1,000 feet. Instead of a creek, which, to judge from the pictures, one may leap across, a deep generous stream, shaded by exquisite flora and lending itself to boating half a mile above the Falls, hurls itself over the precipice even throughout the dry season, with a roar that can be heard for miles.

Every mile of the journey from Brisbane to Kuranda is interesting; much of it is beautiful; parts of it extremely fine.

I once negotiated the far-famed Thousand Islands on the St. Lawrence River, and, while the scenery there is very charming, it cannot compare in intrinsic beauty with Queensland's Thousand Islands that crowd the Whitsunday Passage, many of which rise to an altitude of 1,000 feet, and in and out of which the ideal passenger steamer, the turbine "Bingera," threads her way from Keppel Bay northward.

I have enjoyed the much-advertised trip through the inland passage of Japan. That, too, is not over-praised, but the little-known Hinchinbrook Channel of the upper Queensland Coast is far and away the most beautiful.

From Cairns the 22 miles railway journey to the Falls is one of momentary delights and surprises. Through palm orchards, around pawpaw groves and across banana plantations, the train takes its way until the rich bench lands are left

behind, and the steep climb of the range commences. Soon, plain and ocean stretch out like a panorama, while the train dodges in and out of the rocky spurs of the mountain. Graceful creepers droop from the festooned trees and form a lovely tropical wall of foliage, behind which the train steadily passes on her way up the ascent. Rare tropical fruits and exquisite flowers appear and disappear before they can be half examined.

Spider-like bridges are crossed under which mountain torrents rush to plunge into the Barron Gorge, that ever narrows and deepens on your right hand.

Passing through a mountain spur that looks suspiciously like a glacial moraine, the train emerges upon the very edge of the Barron Gorge, which from this point bears a striking resemblance to the Grand Canyon of the Colorado. The sides are so nearly perpendicular that a stone thrown from the carriage platform would plunge into the foaming stream 900 feet below without once touching the seamed and polished wall.

A wilder or grander ride than that which is enjoyed for two miles along the brink of this chasm is certainly not to be had in Australia. A keen observer will presently notice that the rock-ribbed sides of the canyon are drawing together, and soon they meet, forming a *cul-de-sac* at a point where the end wall is 700 or 800 feet in height. Another deep cutting is negotiated, and then, shooting into the light, the panting locomotive stops—while from every window leans an astonished and admiring passenger, gazing at Nature's masterful handiwork.

The Barron River, flowing gently through a placid little lake, tumbles for half a mile over great boulders, and then, with a hoarse shout, shoots over the enclosed end of the Gorge, and, lashed into a fury of whiteness, drops 700 feet with a hop, skip, and jump, into the depths of a foam-flecked pool.

About two miles further on the train pulls up at Kuranda Station, a place destined to be the sanatorium of the North, charmingly situated upon a site that slopes gently down to the lagoon or widening of the river. Jumping into a boat, a few minutes' pull under the overhanging trees, with here and there great lilies resting on the clear limpid water, brings you to the "Coffee Plantation." To those who have never seen tropical jungle, the half-mile walk back to the coffee fields is a revelation. Here a dozen varieties of palm spread their graceful fronds amidst yet another family of eucalypts. Broad-leaved annuals of immense size hide ferns of maiden hair delicacy 10 feet high. From tree to tree vines and creepers swing, and everywhere epiphytes, from the tiny, flowering orchids to the gigantic elkhorns, have attached themselves to the luxuriant growth.

Flashes of gold and green and crimson mark the presence of gaily-coloured birds; and these keep up their incessant chatter until the forest falls back, and the regular rows of coffee bushes reveal an industry possessing large commercial possibilities, but which tariff revision incident to Federation has well nigh stamped out.

Another day must be given to the Falls. After a refreshing sleep in this clear atmosphere, you enquire the way, and are told to keep to the railway line. A two-mile walk on the sleepers again brings you to the Gorge. Half way the roar can be heard, and the mist seen rising above the tree tops. A glimpse of the River here and there in your walk reveals a rush of tumultuous waters above the Falls. It was midsummer, and I was expecting a thin streamlet running down a rocky stairway perhaps a distance of 100 feet.

Already literally thunderstruck by the boom of the waters, now I fairly rubbed my eyes and stood astonished to see the volume of water that shot from the lips of the canyon and fell in three or four irregular but glorious leaps down the rugged moss-grown buttresses to the depths below. An inviting path led from the Kiosk along a rough ridge, zig-zag down a broken side of the Gorge, with here and there an ever more inspiring view of the tumble of waters.

This ridge which grew momentarily narrower until from the width of the path it sloped precipitately away, described a curve like a sickle blade and stopped abruptly, fairly opposite and about 1,000 feet from the Falls. Gaining this eyrie, after a most hazardous scramble, I found myself on a bit of mother earth the size of a table and apparently suspended in mid-air. This is a favoured spot for the man with the camera, and instantly I named it "Inspiration Point." The view from here is grand, beyond description. A full unobstructed vision of the Falls is obtained.

Fifty feet from the plunge stands a huge rock, its outlines in striking resemblance to a castle. Mosses cover its ancient walls, and tufted ferns grow from its battlements. You almost expect a drawbridge to drop clattering across its dark moat and a troop of armed knights to fare forth.

Looking down stream you trace the course of glacier ploughs and hark back to prehistoric times when mighty floods tore a new channel through the Range at this point and plunged into the sea beyond.

You commune with the ages as you sit here in Nature's lap, and if you have a lover's soul you hear from around about, above, below, her voice of passion calling to you. You rise, and clinging to an angle of rock, shout back to her—

"I love thy rocks and rills, thy woods and templed hills,
My heart with rapture thrills, like that above."



SCENE ON THE MULGRAVE TRAMWAY.

This illustration will give some idea of the scrub scenery along the line. The photograph was taken of part of the track between Harvey's and Babinda Creeks. The dense jungle on either side abounds with palms and ferns of gigantic size.



ON GILLIAT CREEK.

This beautiful scene is taken from the Mulgrave Tramway Line, which in its course crosses many picturesque watercourses.

THE MULGRAVE DISTRICT.

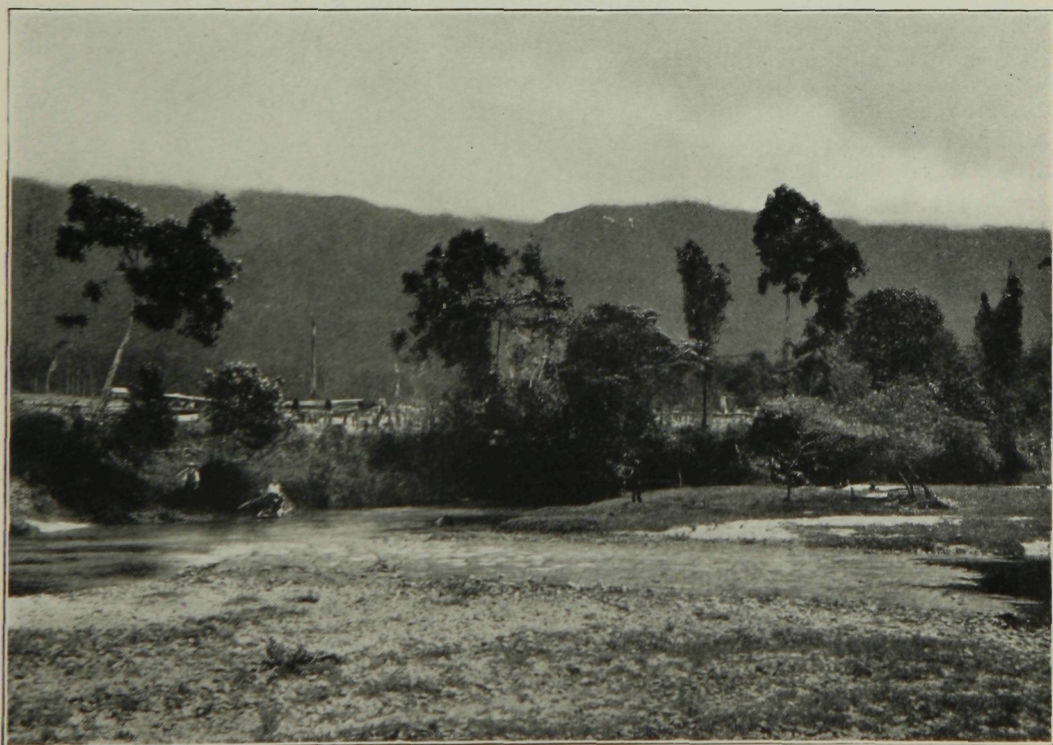
Many visitors to Cairns are under the impression that when they have visited the Barron Falls and Gorge, the Atherton and Tolga Scrubs, and the Chillagoe and Mungana Caves, they have exhausted all the sights of the District—but so far they have only seen the half. There is still the fertile valley of the Mulgrave and Russell Rivers with their waving cane fields, beautiful palm scrubs, and famous mountain peaks, therefore no one desirous of obtaining an idea of the varied resources of North Queensland in general, and Cairns in particular, should miss this interesting trip. Up to the present you have perhaps wondered where the Cairns sugar plantations were, no sign of them having met your eye as you ascended the Range. At Atherton you have seen the fine maize fields, but no sign of sugar-cane growth, and you naturally inquire where they are to be found. If you will repair to the terminus of the Cairns Shire Tram Line, situated near the railway station, you will find there is a tramway, differing in no respect, except in name, from the ordinary railway which will open up to you this interesting feature of tropical agriculture.

This line, which is 37 miles in length, runs almost parallel with the coast, but separated from it by a chain of mountains, crosses the Mulgrave River near the township of Nelson, 14 miles from Cairns, and thence follows the course of that river in a southerly direction to its junction with the Russell, thence up the valley of the Russell, crossing in its course Harvey's, Junction, Frenchman, and Babinda Creeks; on the south bank of the latter is situated the present terminus. This line is the property of the Cairns Shire Council, and it is the intention of that progressive body to push it still further south with the ultimate view of connecting with Geraldton on the Johnstone River.



A CANE FARM, MULGRAVE RIVER.

First year of cultivation. Bellenden-Ker in background.



JUNCTION CREEK, MULGRAVE TRAM LINE.



RAILWAY BRIDGE OVER BABINDA CREEK.

The Cairns-Mulgrave Tramway has its present terminus near this spot, which is under the shadow of Bellenden-Ker.

The first sugar mill is Hambledon, $7\frac{1}{2}$ miles, the property of the Colonial Sugar Refining Company. The Mulgrave Central Mill is near the township of Nelson, at 14 miles, and is a co-operative concern, but these two factories are unable to deal with the large area of cane growing on the rivers, and a vigorous movement is now on foot to establish another Central Mill near the Southern terminus of the line on Babinda Creek. Should this prove successful, further large areas of land will be cleared and cultivated.

The quantity of cane treated during 1908 was 131,403 tons, the produce of 7,128 acres; but with further facilities, as indicated, there is no reason why the output should not be doubled in a very short time.

From a scenic point of view this line is very interesting; on the Coast side are the Murray Prior Range, Grey Peaks, and the Graham Range; whilst on the western side are Walsh's Pyramid, standing boldly up from the valley, Mount Sophia, Bellenden Ker, with its three prominent peaks, the middle being the highest, 5,500 feet, and last but not least, Mount Bartle Frere, the highest mountain in the State.

Down this valley flows the Mulgrave River in a southerly direction, with the Russell and Behana, Harvey's, Junction, Frenchman's, and Babinda Creeks as tributaries.

The ascent of Bellenden-Ker does not present any insuperable difficulties. Of course a guide is necessary, and from Harvey's Creek the distance is only 10 miles, but the climber must be prepared to face some hard work, as the track is overgrown with scrub, and a night's camp on the summit has to be faced. Should Bartle Frere be the point of attack, the ascent should be made from Babinda Creek, where a comfortable and spacious hotel has just been erected. To the lover of Nature, and especially the botanist, the rewards are great; many rare and valuable plants thrive at the various altitudes.



HERBERTON.



WATERFALL ON THE UPPER BARRON RIVER.

About 9 miles from Herberton, in the heart of a dense scrub, the Barron River takes its rise, and true to its character begins its career with a succession of charming leaps, the above being the first of the series.

HERBERTON.

The present terminus of the railway, 80 miles from Cairns, is situated 2,800 feet above sea level, and has a charming climate. The scenery in its vicinity is very picturesque, the bold granite boulders reminding one of the Stanthorpe District.

The Wild River takes its rise in the ranges a few miles from the town, and on its upper waters are many pretty spots, as will be seen from the illustrations.

Tin is the chief output, the principal mine being the Great Northern, discovered in 1879.

From that date till 1893 4,000 tons of the metal was obtained; it was then closed down for nine years, but again re-opened in 1902, and is still yielding a fair quantity of ore, which is treated in the mill situated on the river bank, in the centre of the town.

The town water supply is being obtained from the head of the river (the work being now in progress) and is being brought in pipes and reticulated through the town.

With the completion of the railway the residents are confident that Herberton will be firmly established as the Sanatorium of North Queensland.

On the head waters of the Barron, 10 miles distant, there are several very pretty waterfalls.

Also in the same locality a large oval-shaped hole, miscalled the Crater; this is a hole about 150 feet deep in the granite rock, with precipitous sides, and a quantity of water at the bottom.

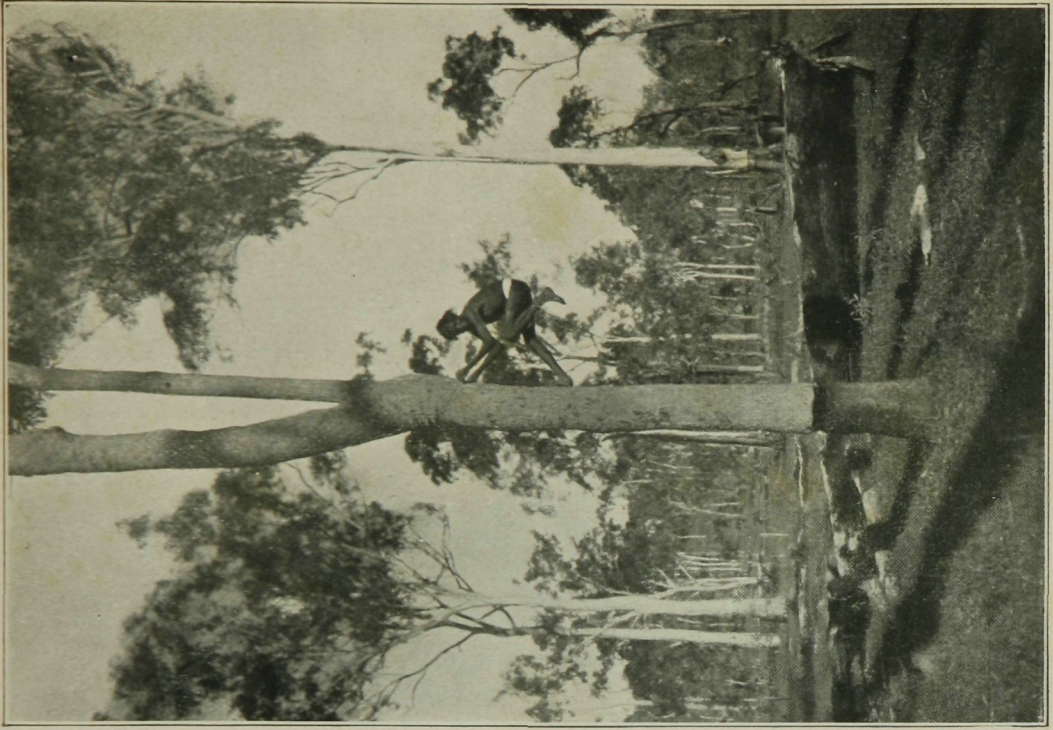
There are some pretty scenes between Atherton and Herberton, the Carrington Falls being especially fine, the train passing close by it.

Herberton is destined at no distant date to become a great fruit-growing centre. Apples, pears, plums, peaches, and grapes grow to perfection, the soil and climate being ideal for such crops.

The extension of the railway line westward to the Evelyn Tableland makes more accessible the beautiful Mill Stream and Tully Falls.

The former is the principal head of the Herbert River, the geological formation being Columnar Basalt, and the several falls very beautiful. They are situated about 7 miles from the terminus.

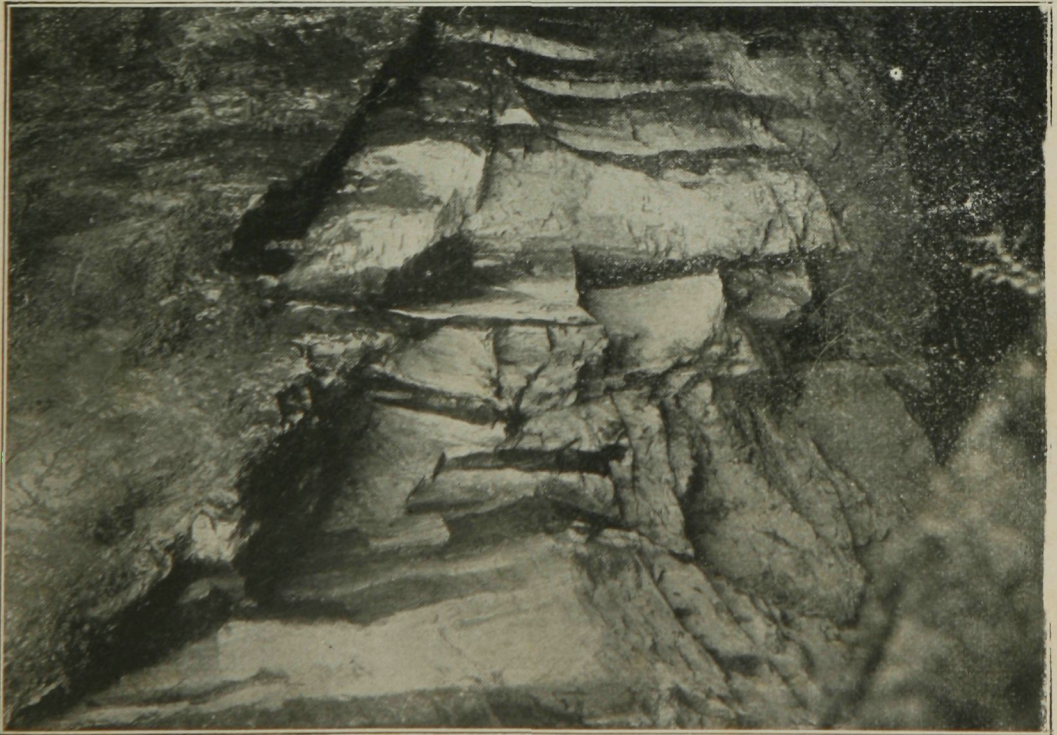
The Tully Falls by the present road are 28 miles further on, guides, horses, and camping outfit being necessary, the present road not being available for vehicle traffic. Mr. Robinson, of Wooroorra Station, states that a good available road may be made not exceeding 16 miles in length. No doubt, when the railway line is completed, steps will be taken to make this majestic fall getatable by the ordinary tourist.



NATIVE CLIMBING TREE WITH LAWYER VINE, NEAR HERBERTON.

This great chasm is in granite formation, is somewhat oval in form, not more than 100 feet wide, and about 150 feet deep, the pool of water at the bottom being of unknown depth.

It is situated in the heart of a dense scrub on the Range, in which the Barron River takes its rise.



THE CRATER, 10 MILES FROM HERBERTON.



THE MILLSTREAM FALLS.

Above falls are about 7 miles from the proposed terminus of the Cairns-Evelyn Railway. The Millstream, which is a branch of the Wild River, is a very fine body of water, on which there are several falls.



UPPER MILLSTREAM FALLS.



ANOTHER VIEW OF THE MILLSTREAM FALLS.



UPPER MILLSTREAM FALLS.



TULLY FALLS.

The top picture is taken from the bottom of the gorge, and the lower one from about half-way down. To reach the foot necessitates a very arduous and somewhat dangerous climb, but the view is well worth the risk incurred.



TULLY RIVER ABOVE THE FALLS.
Showing granite formation of the rocks.



THE TULLY GORGE.

This gorge or canyon is one of the finest in the district. The Tully, after its drop of 800 feet, winds its way between the granite walls of the gorge as far as the eye can reach. It is densely clothed with the wildest jungle growth.



THE CASHMERE GORGE, HERBERT RIVER.



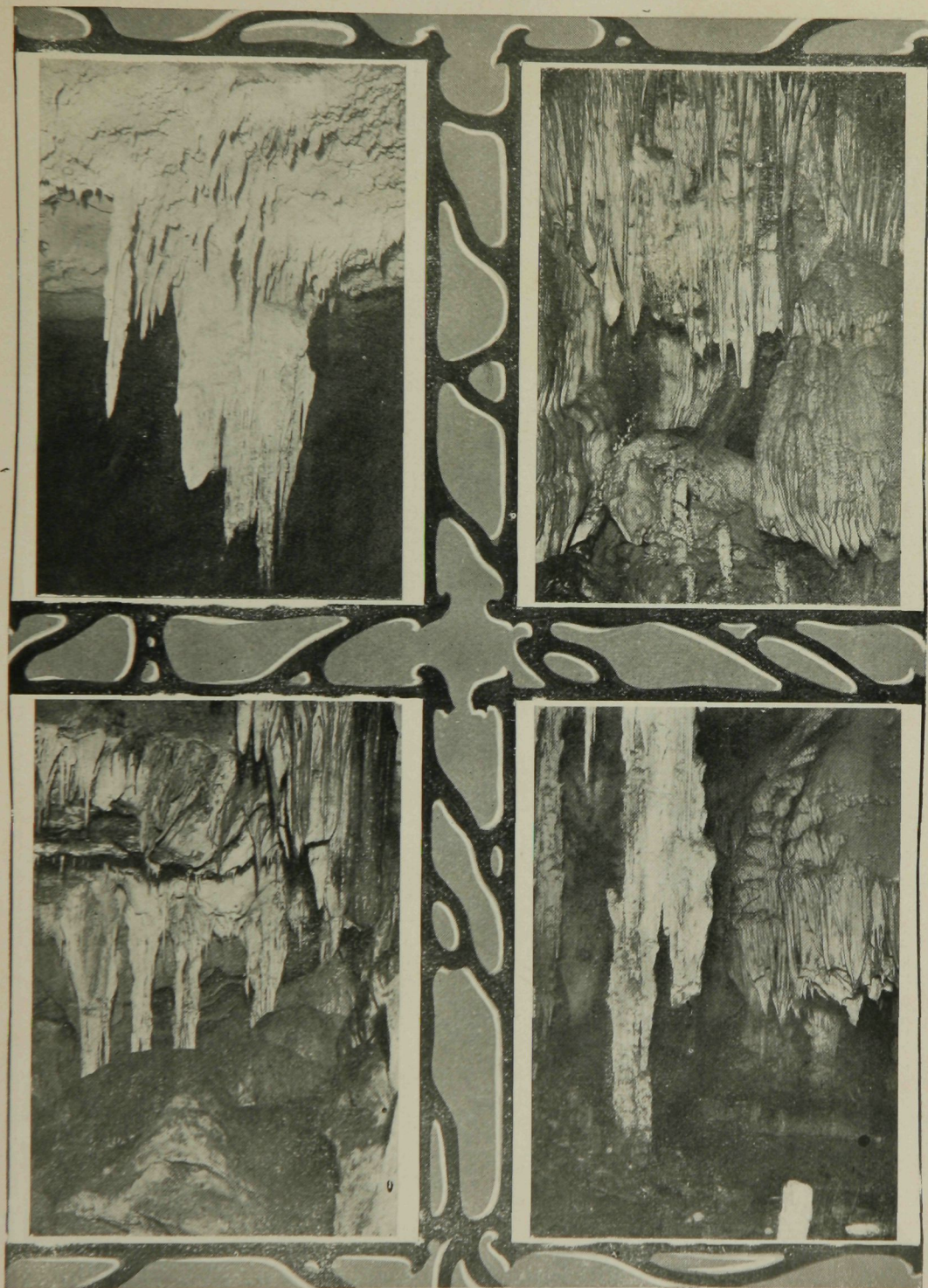
This fine fall is about 7 miles from Cashmere Carle Station by the nearest route. This picture is taken from the south side of the river, from which the best view of both the falls and gorge is to be obtained, the distance being 15 miles by road.

Cashmere Station is 45 miles from Mount Garnet Railway Station, and is the property of Messrs. Atkinson Bros.

The falls empty into a giant basin worn out of the solid rock, and the water rushes down the gorge between precipitous walls, which seem to meet about half a mile below.



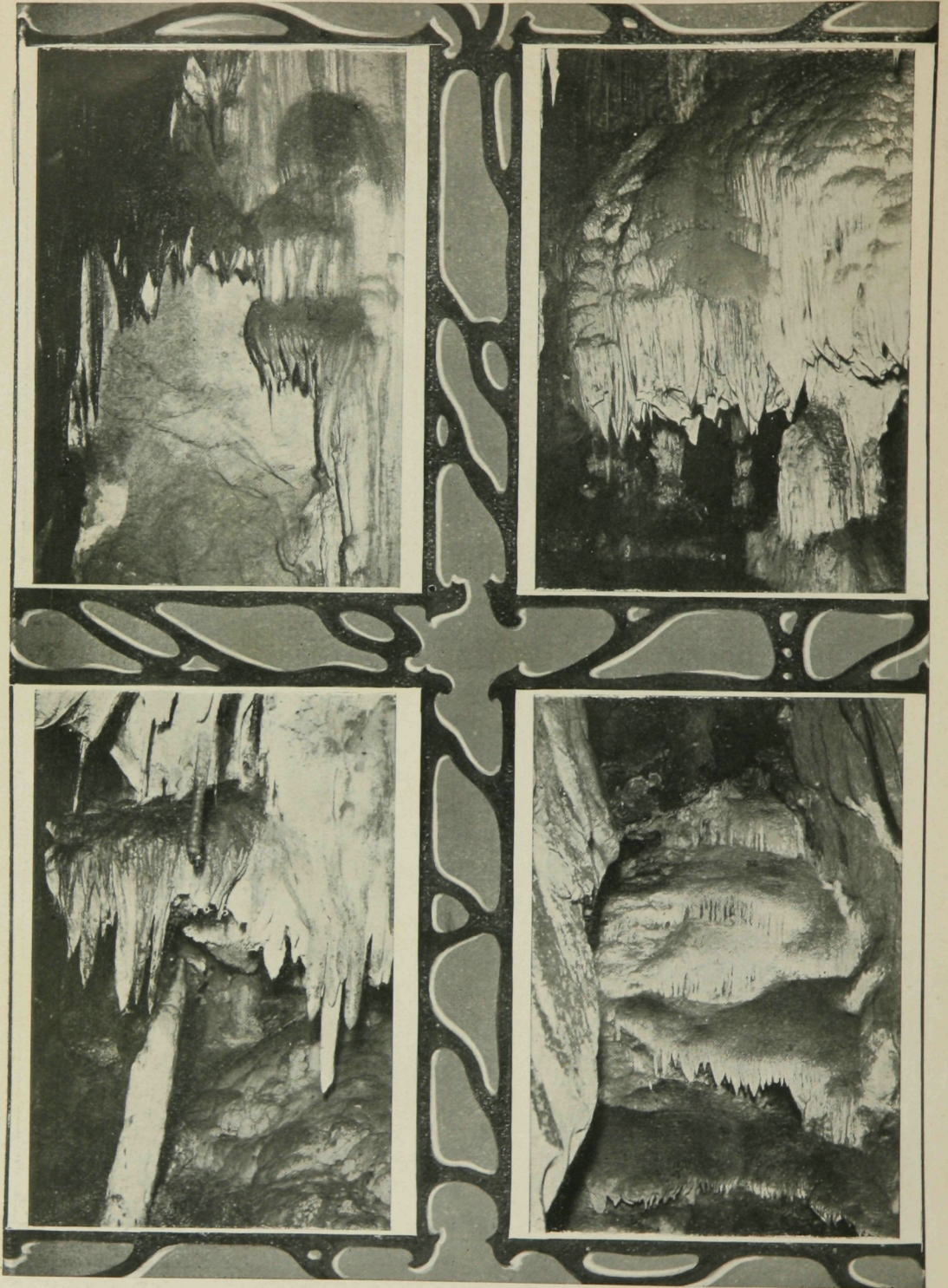
CASHMERE FALLS, HERBERT RIVER.



LIMESTONE CAVES, CHILLAGOE AND MUNGANA.

There are several caves in the vicinity of Chillagoe, the principal being about three miles distant. Intending visitors should make their arrangements for guide conveyance with the caretaker in Chillagoe.

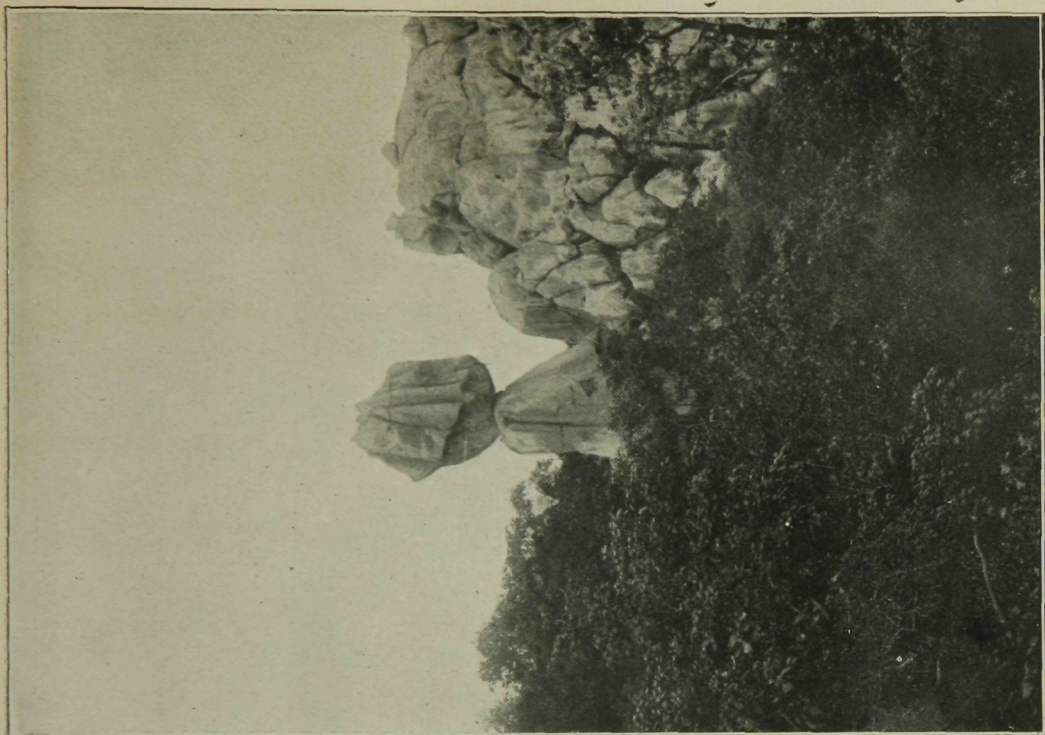
A movement is now on foot to connect these caves with a branch line of railway, and to light the caves with electric light, the Government and the local authority contributing towards the latter project, the former to be carried out by the Chillagoe Railway and Mines Company.



CHILLAGOE AND MUNGANA CAVES.

The most beautiful of the Mungana Caves is only about half a mile from the latter township, and is a wonderfully beautiful sight, the stalagmites and stalactytes being perfectly preserved. It has only recently been discovered.

The Organ Cave is about 3 miles on the Chillagoe side of Mungana.

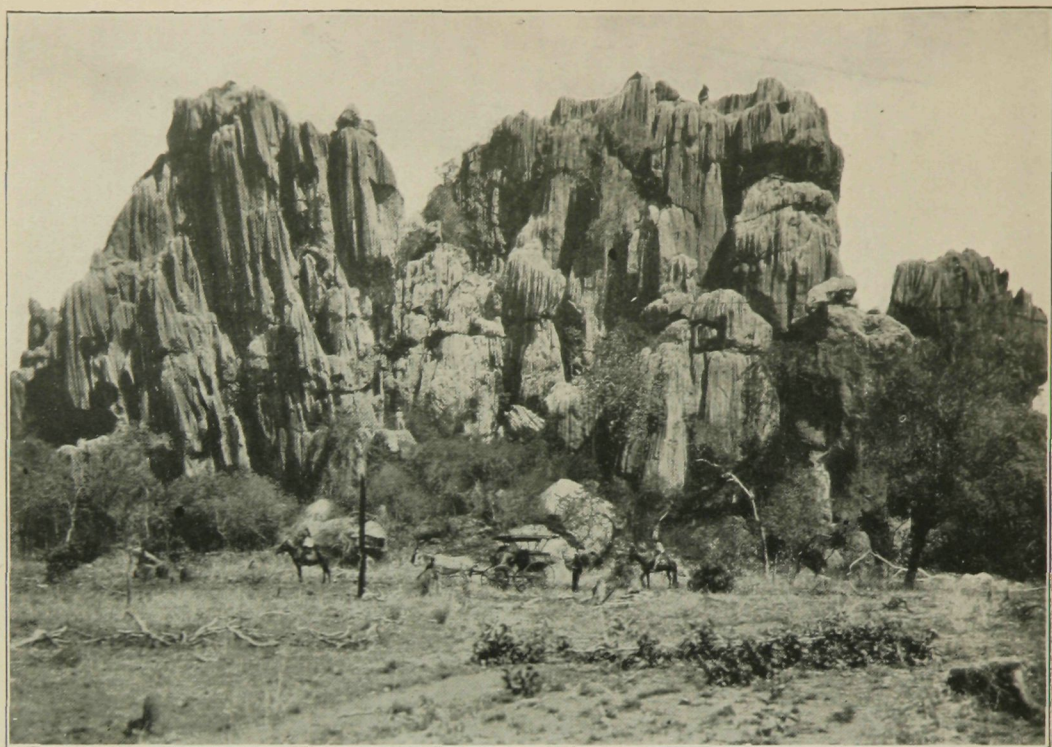


THE BALANCING ROCK BETWEEN CHILLAGOE AND MUNGANA.

The formation is limestone. In the vicinity are numerous limestone rocks, as depicted to the right of the picture, under which are many caves awaiting the explorer.

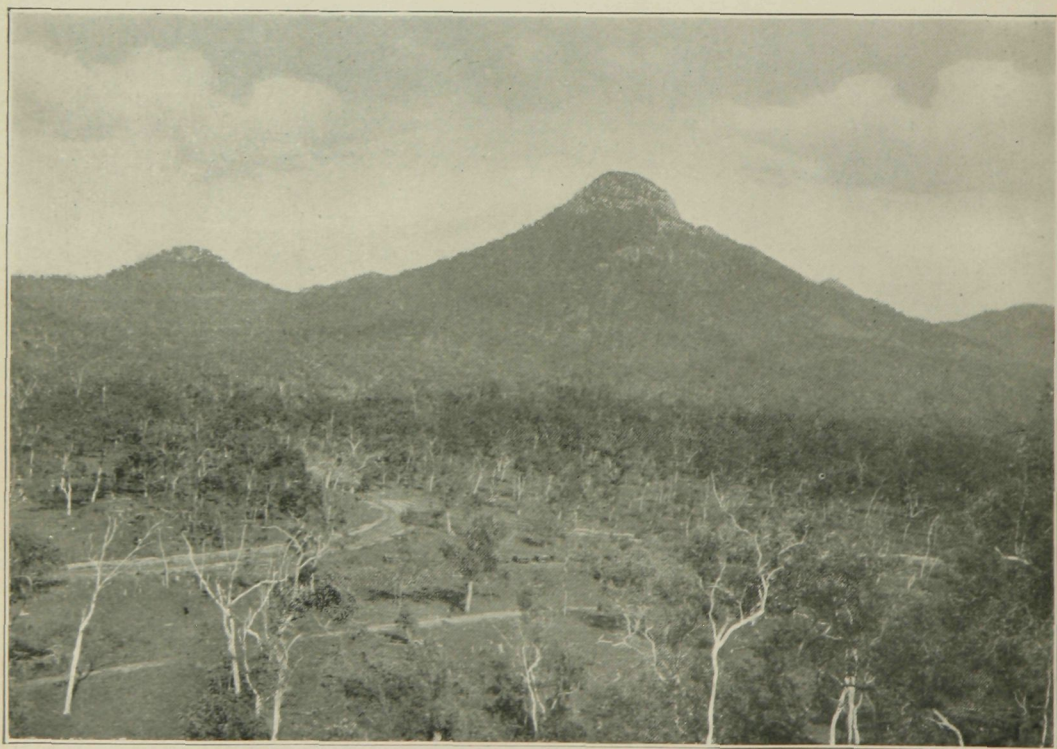


NATIVES OF NORTH QUEENSLAND IN CAMP.



OUTSIDE VIEW OF THE MAIN CHILLAGOE CAVE.

View taken opposite entrance.



PINNACLE MOUNTAIN, NEAR BOONMOO, CHILLAGOE RAILWAY LINE.

On this mountain are immense deposits of alum.

No visitor to Kuranda should fail to visit the magnificent entomological collection of Mr. F. P. Dodd. It is admitted by the large numbers who have inspected the specimens that it is unsurpassed for beauty and variety outside some of the largest museums.

Here are to be seen giant moths measuring $10\frac{1}{2}$ inches across, whilst others are so small as to require a magnifying glass for their inspection.

Then the butterflies, of such gorgeous hues as to call forth exclamations of delight—what shades of blues, greens, and yellows. Solomon in all his glory was not arrayed like these.

In beetles there are all shapes and sizes, many of them bronzed in different shades.

The collection includes dragon flies, bugs, flies, ants, wasps, and many of those peculiarly formed mantises and stick insects that require to be closely looked into before one realises that they have ever been possessed with life and the power of locomotion.

The largest part of the collection has been made in the district. Mr. Dodd receives applications from collectors and museums in all parts of the world for specimens of North Queensland insects.

Not only is a visit one of delight, it is also highly instructive in several ways. Nature's wonders, in the world of insects, are shown to us with extraordinary clearness, and we begin to comprehend the fascination there is in their study and collecting for so many thousands of the world's people. Australia as yet possesses few naturalists as compared with other countries, but the great encouragement at present being given to Nature study in all our schools most certainly will result in many of the scholars turning their attention to one or more of the numerous branches of natural history, and, their attention having once been turned in that direction, they seldom will complain of dull hours now, or in later life; spare time will be joyously taken advantage of in following up the particular section of this science which has captivated them.

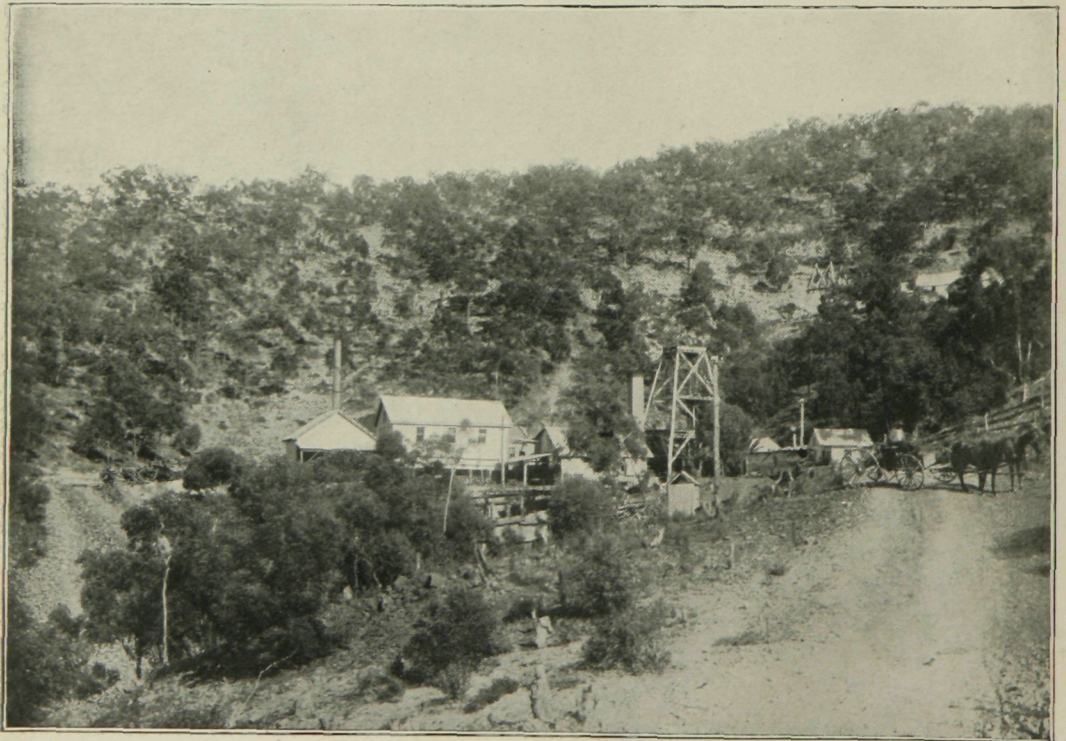


EUREKA CREEK—STANNARY HILLS TRAMWAY.



DAM AND ORE TREATMENT WORKS, IRVINEBANK.

Ibis Creek in the foreground.



VULCAN TIN MINE, NEAR IRVINEBANK.



PACK MULE TEAM AT IRVINEBANK RAILWAY STATION.

Around the picturesque town of Irvinebank are many small mines; in consequence of their inaccessibility in some cases, the ore is transported to the mill on pack animals, mules being found the most suitable for this purpose; some of these animals will carry as much as 300 pounds.



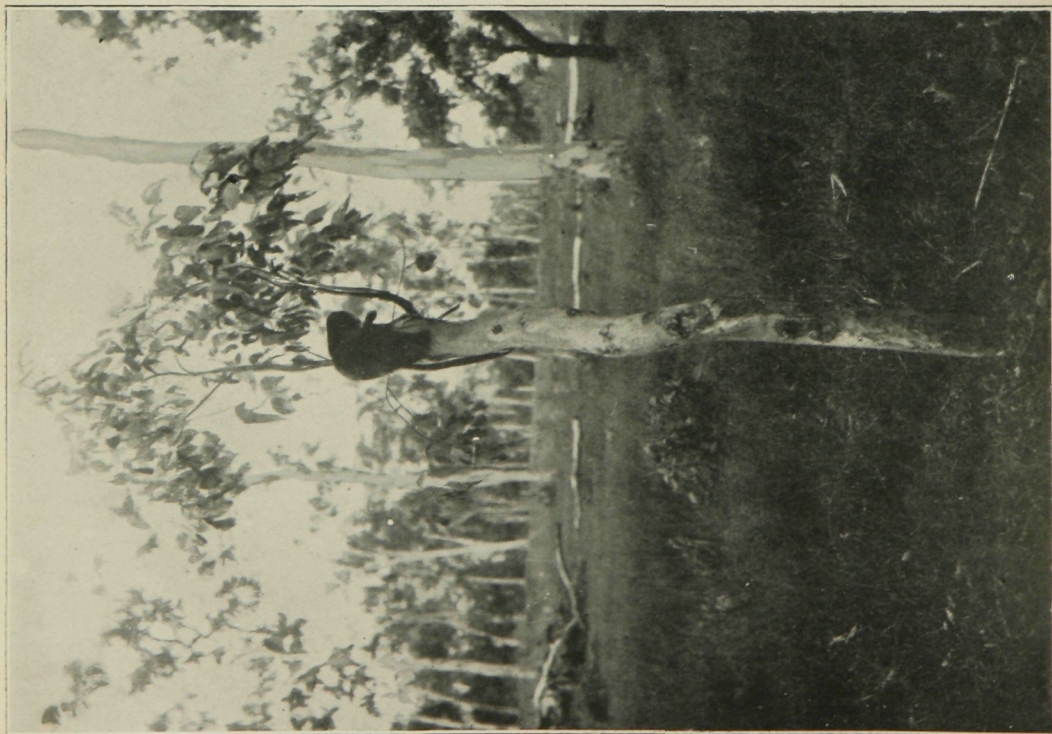
IRVINEBANK.

The stream in the centre of the picture is Ibis Creek.
A line of tramway, 2 ft. gauge, connects this town with Boonmoo, on the Chillagoe Line, *viâ* Stannary Hills.



CUTTING ON THE STANNARY HILLS TRAMWAY.

This line of tramway branches off from the Chil-lagoe line at Boon-moo, 81 miles from Cairns. The gauge is 2 feet; some of the curves and gradients are very sharp, and the cuttings through solid granite do not leave too much clearance.


 TREE CLIMBING KANGAROO, NORTH QUEENSLAND.
 Called by the blacks "Mappy Mappy."

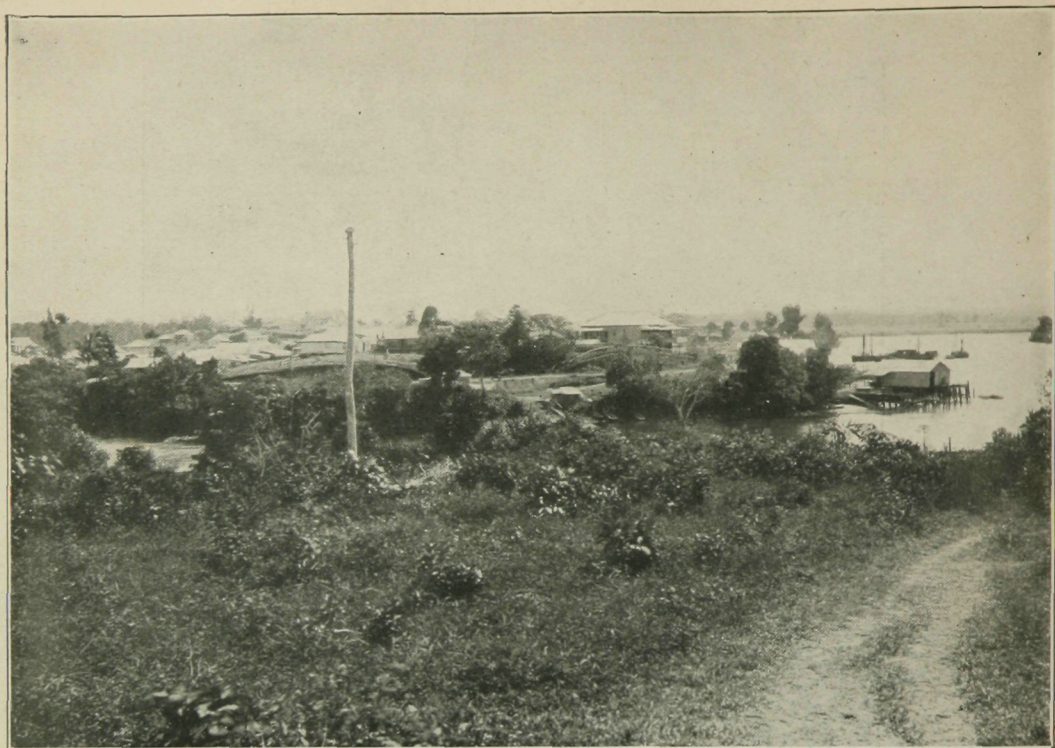


COWLEY FALLS.

These falls are situated about 27 miles from Geraldton on a small creek which flows into the South Branch of the Johnstone River.

The Geraldton Tramway takes the tourist to within 10 miles of the spot, and the balance has to be negotiated on horseback. The road traversed is the old track to the Jordan Goldfields, where there are still a few men working. The scenery is most picturesque, dense scrub existing the whole way. The climb to the foot of the falls is very steep, but well worth the attempt.

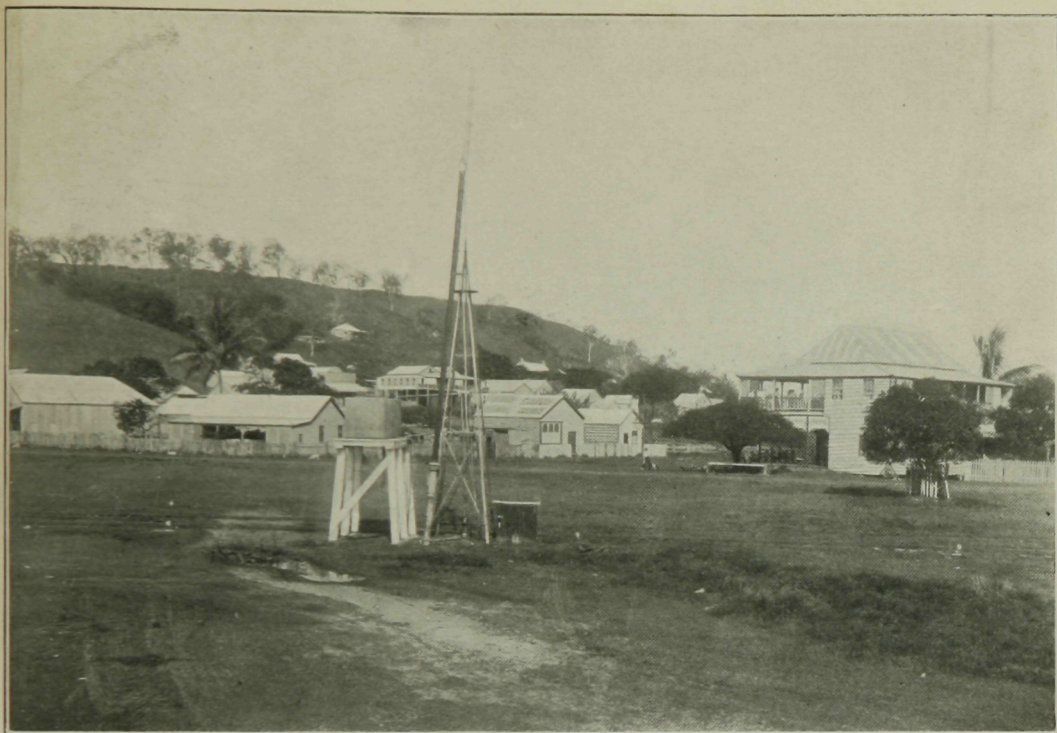




GERALDTON, JOHNSTONE RIVER.



BANANA PLANTATION, FISHER CREEK, GERALDTON TRAMWAY.



PORT DOUGLAS AND MOSSMAN.

The former town is 35 miles north of Cairns. The s.s. "Mourilyan" takes about 3 hours to do the trip. It is picturesquely situated on Island Point. At one time it was a prosperous port, having the traffic from the Hodgkinson Gold Field, Mount Molloy, and other mines; but since the opening of the Cairns Railway this trade has been diverted.

With characteristic energy the citizens accepting the position set to work to conserve and encourage the Sugar Industry, by tapping the rich lands of the Mowbray and Mossman Rivers with a tramway, and building a Central Sugar-mill. £64,000 was advanced by the Government under the provisions of the "*Sugar Works Guarantee Acts of 1893 and 1895*," but up to the present nearly double this amount has been spent on mill and tramways—the works being extended as found necessary. The mill capacity is 40 tons per hour.

The following figures will show the value of the sugar industry to the district:—

During the 12 years, since the mill's erection, it has crushed 757,000 tons of cane for a yield of 88,000 tons of sugar, valued at £917,000, and divided amongst cane farmers £567,000.

There are 40 miles of permanent tramway, 2-feet gauge, 14 of which are owned by the Douglas Shire, and the balance by the Mill Company, who in addition have about 35 miles of portable tramways which are laid through the canefields as required.

The town of Mossman is 12 miles from Port Douglas, and tourists should not fail to avail themselves of the opportunity to make the trip. The position of the town nestling amongst the hills is most picturesque; to the south and west numerous peaks rear their heads high in the clouds, the more conspicuous being Demi Peak, 2,600 feet, whilst to the north-west are Mounts Spurgeon and Armit.

Needless to say tropical fruits are produced in great abundance, especially mangoes, papaws, custard apples, and bananas.



ON THE PORT DOUGLAS-MOWBRAY RIVER TRAM LINE.

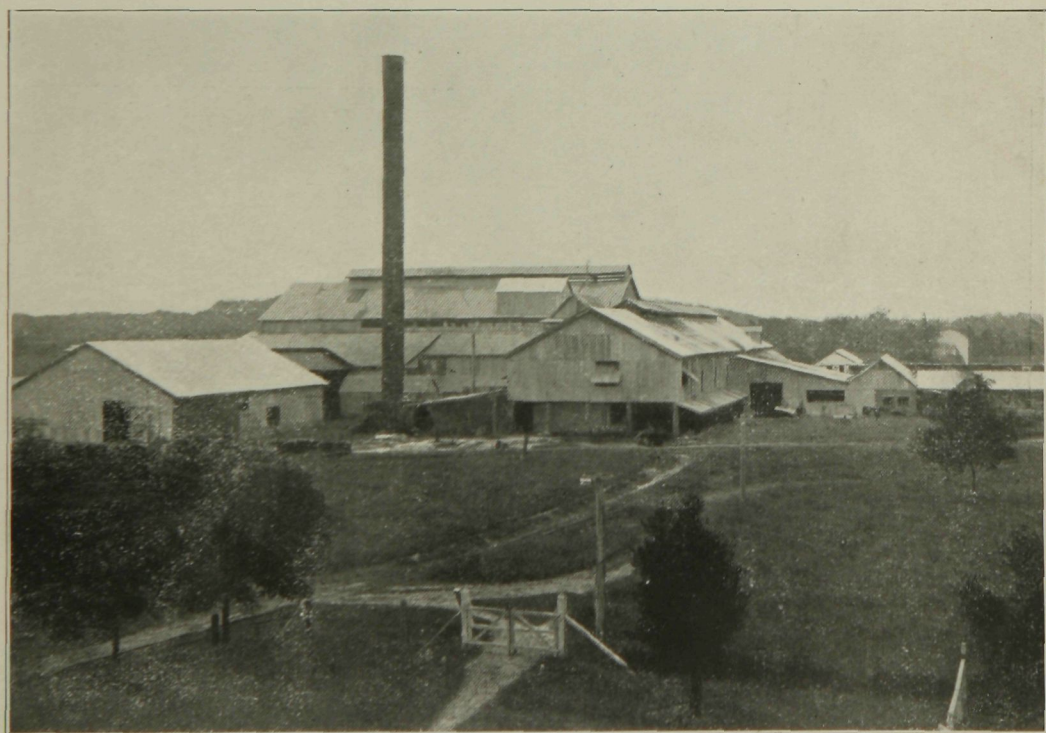


SUGAR-CANE—MOWBRAY RIVER, NEAR PORT DOUGLAS.



TOWN OF MOSSMAN.

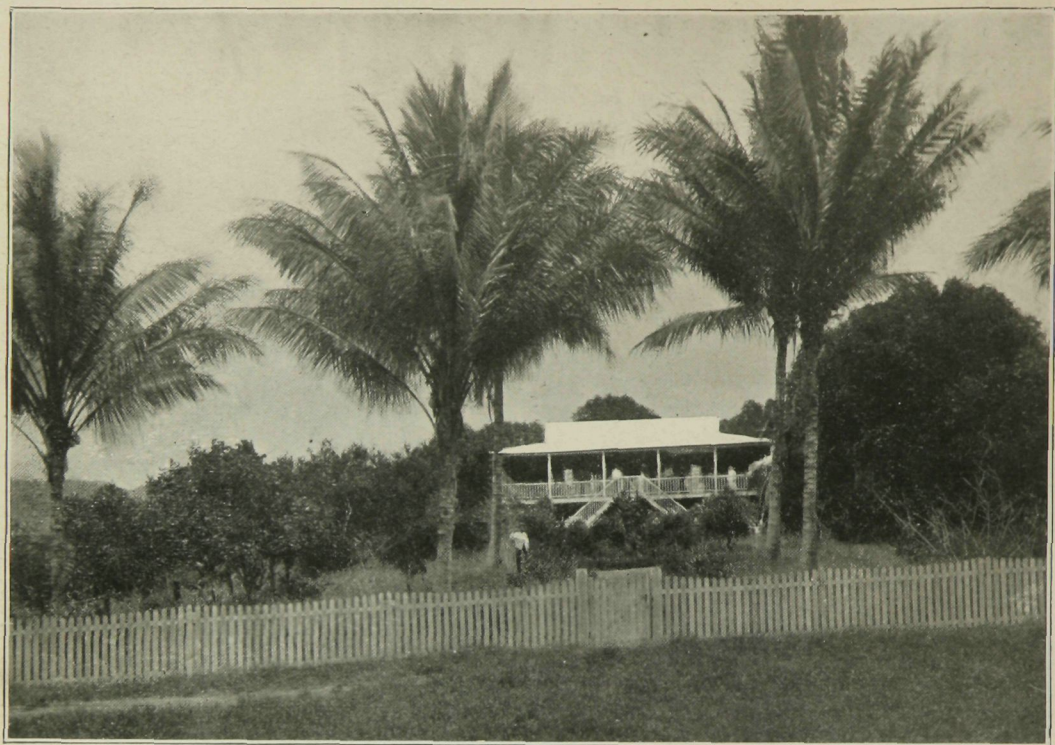
Twelve miles from Port Douglas, with which it is connected by a tramway line.



MOSSMAN CENTRAL MILL, MOSSMAN RIVER, NEAR PORT DOUGLAS.

During 1908, 5,863 acres of cane were under crop in the district, of which 5,051 acres were treated, producing 70,002 tons of cane.

The estimated value of mill machinery, tramlines, rolling stock, &c., is £120,000, of which the Government have advanced £64,400 under the Sugar Works Guarantee Acts.



TWO TYPICAL CANE FARMERS' HOMES, MOSSMAN RIVER.



MOURILYAN HARBOUR.

Mourilyan Harbour is connected with Mourilyan Sugar Plantation by a line of tramway. The entrance to the harbour is very narrow, necessitating great care in navigation, but once inside, the harbour broadens out into a fine sheet of land-locked water.

On either side are high hills, clothed to the water's edge with dense scrub, the home of giant palms, graceful ferns, and beautiful orchids.

The "Kuranda" makes the harbour a place of call on both the Northern and Southern trips.

A new dredge of special pattern has just been launched in Brisbane to be employed in the removal of the rocks at the harbour's entrance.

When this work has been completed, Mourilyan will be one of the best—as it undoubtedly is the prettiest—harbours in the State.



FIRST CLASS RETURN EXCURSION FARE TO KURANDA (BARRON FALLS), 4s. 9d.

On the 12th June a party of Southern Tourists by the "Wyreema" made the trip to Atherton by Rail, and the following is an extract from a letter sent by them to the Minister for Railways:—

The Scenery en route is most charming and surprisingly beautiful, and the grand trip will remain indelibly impressed upon our memories as one of our most pleasant recollections.

On receipt of a guarantee of not less than 40 First Class Passengers, a Special Train will be run from Cairns to Kuranda and back.

Applications to be made to the General Traffic Manager, Brisbane, or to the Traffic Manager, Cairns.

QUEENSLAND RAILWAYS.

QUICK SERVICE

BY

RAIL AND STEAMER

BETWEEN

Brisbane and North Queensland.

Passengers may book direct between Brisbane and Towns in North Queensland, and *vice versâ*, *viâ* Gladstone.

Passengers leaving Brisbane by rail at 10.25 p.m. on Fridays arrive at Gladstone at 12 noon on the following day, and at once embark on board the ss. "Bingera," reaching Townsville at 5.0 a.m. on the following Monday, thence to Cairns by connecting Steamer; and, similarly, passengers leaving Townsville by the ss. "Bingera" at 10.30 p.m. on Mondays arrive at Gladstone on the following Wednesdays, and are at once taken forward by rail to Brisbane, arriving there at 6.20 a.m. on Thursdays, connecting with the Sydney Mail.

FARES:

STATIONS.	SINGLE.	RETURN.
Between Brisbane and—	£ s. d.	£ s. d.
Mackay	5 7 6	7 13 9
Bowen	5 15 0	9 11 3
Townsville	5 18 9	9 15 0
Charters Towers	6 8 9	10 10 0
Ravenswood	6 8 9	10 10 0
Hughenden	7 10 0	12 10 0
Richmond	7 15 0	12 15 0
Cloncurry	8 15 9	14 10 0
Winton	8 0 0	13 0 0
Cairns	6 17 6	10 17 6
Kuranda	7 1 6	11 5 0
Mareeba	7 7 6	11 15 0
Atherton	7 12 6	12 4 6

Children 3 years of age and under 12 years of age, Half Fares; Children 12 years of age and over, Full Fares.

The Fares cover First Class Accommodation and Sleeping Berths on the Railway, and First Saloon on board the Steamer.

Return Tickets are available for Six Calendar Months.

Tickets may be obtained from the A.U.S.N. Company's Offices at Brisbane, Mackay, Bowen, Townsville, Cairns, and Charters Towers, and at the Railway Stations at Brisbane, Charters Towers, Ravenswood, Hughenden, Richmond, Cloncurry, Winton, Kuranda, Mareeba, and Atherton.

Single Tickets and the forward portions of Return Tickets are available for One Calendar Month.

A Second Class Sleeping Car is running on the Rockhampton Mail Train. The charge is 2s. 6d. per berth but no bedding or attendant is supplied.

CAIRNS RAILWAY.

Up Trains—Cairns to Atherton, Yungaburra, Chillagoe, and Mungana.

Height.	Miles from Cairns.	Stations.	Mxd. Daily.	Tues., Thur., and Sat.	Mxd. Daily.	+ Gds. Tues. and Thur.	Mon., Wed., and Fri.	FARES FROM CAIRNS.					
								Single.		Return.		Excursion.	
								1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
Ft.			a.m.	p.m.	p.m.	p.m.	a.m.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
5	...	CAIRNS R ... dep	7 0	...	2 20
19	5	Stratford ... a	0 10	0 7	1 6	1 1
23	6	Freshwater ... a	1 0	0 8	1 10	1 2
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664	14	Stony Creek ... d	2 4	1 7	4 2	2 10	2 1	2 1
665	19	Barron Falls ... d	8 35	...	4 25	3 3	2 2	5 8	3 9	4 3	2 10
080	21	Kuranda R arr	8 40	...	4 30	...	...	3 7	2 5	6 2	4 2	4 9	3 2
		Ditto ... dep	9 0	...	4 46	...	...	...	...	...	...	...	...
1260	41	Biboohra ...	10 0	...	6 5	...	...	6 11	4 8	12 1	8 1	9 3	6 2
1325	46	Mareeba R arr	10 15	...	6 20	...	...	7 9	5 2	13 7	9 1	10 5	6 11
		Mareeba ... dep	10 35	...	...	6 45	...	...	...	...	...	...	...
2150	60	Rocky Creek ... d	...	...	...	...	...	10 0	6 7	17 5	11 6	13 4	8 9
2457	64	Tolga ...	12 20	...	...	8 15	...	10 7	7 0	18 6	12 2	14 1	9 3
2466	68	ATHERTON ... arr	12 30	...	...	8 30	...	11 2	7 4	19 7	12 10	14 11	9 9
	64	Tolga ... dep	...	12 30	...	...	...	10 7	7 0	18 6	12 2	14 1	9 3
2283	75	YUNGABURRA arr	...	1 30	...	...	...	12 3	8 0	21 5	14 0	16 4	10 8
		Mareeba ... dep	...	...	...	...	10 40	...	...	...	...	...	...
1325	46	Boonmoo R arr	...	...	...	...	12 42	17 9	11 11	28 9	19 3	...	...
1614	81	Ditto ... dep	...	...	...	...	1 12	...	...	...	...	...	...
1953	102	Lappa Junction R arr	...	...	...	...	2 52	23 6	15 8	37 5	24 10	...	...
		Ditto ... dep	...	...	...	...	3 7	...	...	...	...	...	...
1617	121	Alma-den ... arr	...	...	...	...	4 15	28 0	18 5	44 2	29 0	...	...
		Ditto ... dep	...	...	...	...	4 30	...	...	...	...	...	...
			...	...	...	p.m.	5 20	32 6	21 4	50 11	33 3	...	...
1154	139	CHILLAGOE ... arr	...	...	...	...	5 40	...	...	...	...	...	...
		Ditto ... dep	...	...	...	...	6 15	35 3	22 11	55 0	35 9	...	...
1121	149	MUNGANA ... arr	...	...	...	...	...	...	...	...	...	...	...

Passengers by the 7-0 a.m. train from Cairns connect with the train to Yungaburra at Tolga on Tuesdays, Thursdays, and Saturdays.

Down Trains—Mungana, Chillagoe, Atherton, and Yungaburra to Cairns.

Stations.			+Gds. Wed. and Fri.	Mxd. Daily.	Mxd. Daily.	Mxd. Tues., Thur., and Sat.	Mxd. Tues., Thur., and Sat.	FARES FROM CHILLAGOE.					
								Single.		Return.		Excursion.	
								1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
			a.m.	a.m.	p.m.	p.m.	a.m.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
MUNGANA	...	dep	...	...	...	7 50	2 10	1 10	4 4	2 10	...	...	...
CHILLAGOE	...	arr	...	...	...	8 25	...	...	...	...	...	...	...
Ditto	...	dep	...	...	...	8 50	...	...	...	...	...	...	...
Alma den	...	arr	...	...	...	9 45	5 1	3 4	7 9	5 1	...	...	...
Ditto	...	d p	...	...	...	9 55	...	...	...	...	...	...	...
Lappa Junction R	...	arr	...	...	...	11 5	10 1	6 9	15 3	10 1	...	...	...
Ditto	...	dep	...	...	...	11 20	...	...	...	...	...	...	...
Boonmoo R	...	arr	...	...	...	12 40	15 10	10 6	23 10	15 9	...	...	...
Ditto	...	dep	...	...	...	1 5	...	...	...	...	...	...	...
Mareeba R	...	arr	...	...	...	2 55	21 7	16 0	37 0	24 0	...	...	...
YUNGABURRA	...	dep	...	...	...	2 30	29 4	19 2	45 3	29 7	...	...	...
Tolga	...	arr	...	...	...	3 30	27 8	18 0	42 4	27 6	...	...	...
ATHERTON	...	dep	5 30	...	1 30	...	28 2	18 5	43 2	28 2	...	...	...
Tolga	...	dep	5 40	...	1 50	3 55	27 8	18 0	42 4	27 6	...	...	...
Rocky Creek	...	...	...	d	...	...	26 11	17 7	41 2	26 10	...	...	...
Mareeba	...	arr	6 4	...	3 5	5 10	...	...	...	...	...	...	...
		dep	...	7 0	3 20	5 30	...	...	...	...	...	...	...
Biboohra	...	...	...	7 15	3 40	5 50	25 5	16 7	38 6	25 1	...	...	...
Kuranda R	...	arr	...	8 45	4 35	...	29 0	18 11	44 9	29 1	...	...	...
Ditto	...	dep	...	8 50	4 40	6 50	...	...	...	...	...	...	...
Barron Falls	...	...	...	1 8 55	d 4 45	d	29 2	19 1	45 0	29 4	...	...	...
Stony Creek	...	...	...	1	d	...	30 0	19 7	46 5	30 4	...	...	...
Redlynch	...	...	...	9 40	5 0	7 40	31 2	20 5	48 7	31 9	...	...	...
Freshwater	...	...	...	...	a	a	31 4	20 6	48 10	31 11	...	...	...
Stratford	...	...	...	...	a	a	31 8	20 9	49 5	32 3	...	...	...
CAIRNS R	...	arr	...	10 0	5 50	8 5	32 6	21 4	50 11	33 3	...	...	...

The times at intermediate stations shown with a letter are the approximate times only.

CAIRNS—MULGRAVE TRAMWAY.

Miles from Cairns.	Stations.			Tues. and Fri. only.	Daily except Tues. and Fri.	Sat. only.	Daily except Sat.	FARES FROM CAIRNS.			
								Single.		Return.	
								1 cl.	2 cl.	1 cl.	2 cl.
				a. m.	a. m.	p. m.	p. m.	s. d.	s. d.	s. d.	s. d.
7½	CAIRNS	...	dep	8 0	9 15	2 30	4 0	...	...	...	...
	Hambledon Junction	...	arr	8 35	9 50	3 5	4 35	1 6	1 0	2 6	1 6
	Ditto	...	dep	8 45	9 53	3 10	4 40	...	...	...	...
14	Nelson	...	arr	9 15	10 25	3 40	5 10	2 9	1 9	4 0	2 9
	Ditto	...	dep	9 25	10 35	3 45	5 15	...	...	...	...
17¾	Aloomba	...	arr	9 45	10 55	4 5	5 35	3 6	2 3	5 3	3 6
	Ditto	...	dep	9 55	11 5	...	...	...	...	...	...
				p. m.	p. m.	...	...	...	...	...	...
31	Harvey's Creek	...	arr	11 0	12 10	...	...	5 9	4 0	8 9	6 0
32	Bellend n-Ker	...	dep	11 5	...	...	...	6 0	4 3	9 0	6 3
37	BABINDA	...	arr	11 35	...	...	...	7 0	5 0	10 0	7 9

Stations.				Daily.	Daily except Tues. and Fri.	Tues and Fri. only.	—	FARES FROM BABINDA.			
								Single.		Return.	
								1 cl.	2 cl.	1 cl.	2 cl.
				a. m.	p. m.	p. m.		s. d.	s. d.	s. d.	s. d.
	BABINDA	...	dep	...	...	12 50	...	...	...	...	...
	Bellenden Ker	...	dep	...	...	1 25	...	1 0	0 9	1 0	1 0
	Harvey's Creek	...	dep	...	12 55	1 30	...	1 3	1 0	1 6	1 3
	Aloomba	...	arr	...	1 58	2 20	...	3 6	2 9	4 9	3 6
	Ditto	...	dep	7 30	2 3	2 25	...	...	...	...	...
	Nelson	...	arr	7 45	2 18	2 40	...	4 3	3 3	6 0	4 3
	Ditto	...	dep	7 55	2 23	2 45	...	...	...	...	...
	Hambledon Junction	...	arr	8 24	2 52	3 10	...	5 6	4 0	7 6	5 6
	Ditto	...	dep	8 29	2 55	3 15	...	...	...	...	...
	CAIRNS	...	arr	9 5	3 30	3 45	...	7 0	5 0	10 0	7 0

The above Time Table is published by permission of the Cairns Shire Council for public information. The Commissioner for Railways is not responsible for the running of trains on this line.

MOUNT GARNET TRAMWAY.

Passengers by the 7 a.m. train from Cairns on Wednesdays connect with train for Mount Garnet at Lappa Junction, arriving Mount Garnet 6.10 p.m. A train leaves Mount Garnet for Lappa Junction at 7 45 a.m. on Tuesdays and Saturdays, connecting with train to Cairns, arriving Cairns 5.50 p.m.

STANNARY HILLS TRAMWAY AND IRVINEBANK TRAMWAY.

Passengers by the 7 a.m. train from Cairns on Mondays, Wednesdays, and Fridays connect with train leaving Boonmoo at 1.40 p.m. for Stannary Hills, arriving Stannary Hills 3.10 p.m. and Irvinebank at 5 p.m., leaving Irvinebank at 8.30 a.m., Stannary Hills 10.30, and connecting with train at Boonmoo for Cairns on Tuesdays, Thursdays, and Saturdays, reaching Cairns at 5.50 p.m.

MOUNT MOLLOY TRAMWAY.

Passengers by the 7 a.m. train from Cairns connect with the train to Mount Molloy at Bibohra on Mondays, Wednesdays, and Fridays, leaving Bibohra at 11.30 a.m. and arriving Mount Molloy 12.40 p.m. A train also leaves Bibohra for Mount Molloy at 4.15 p.m. on Saturdays. Trains leave Mount Molloy for Bibohra on Mondays, Wednesdays, and Fridays at 8 a.m., and 1.20 p.m. on Saturdays, reaching Bibohra at 9.30 a.m. and 2.50 p.m., respectively. A train leaves Bibohra for Cairns daily at 3.40 p.m.

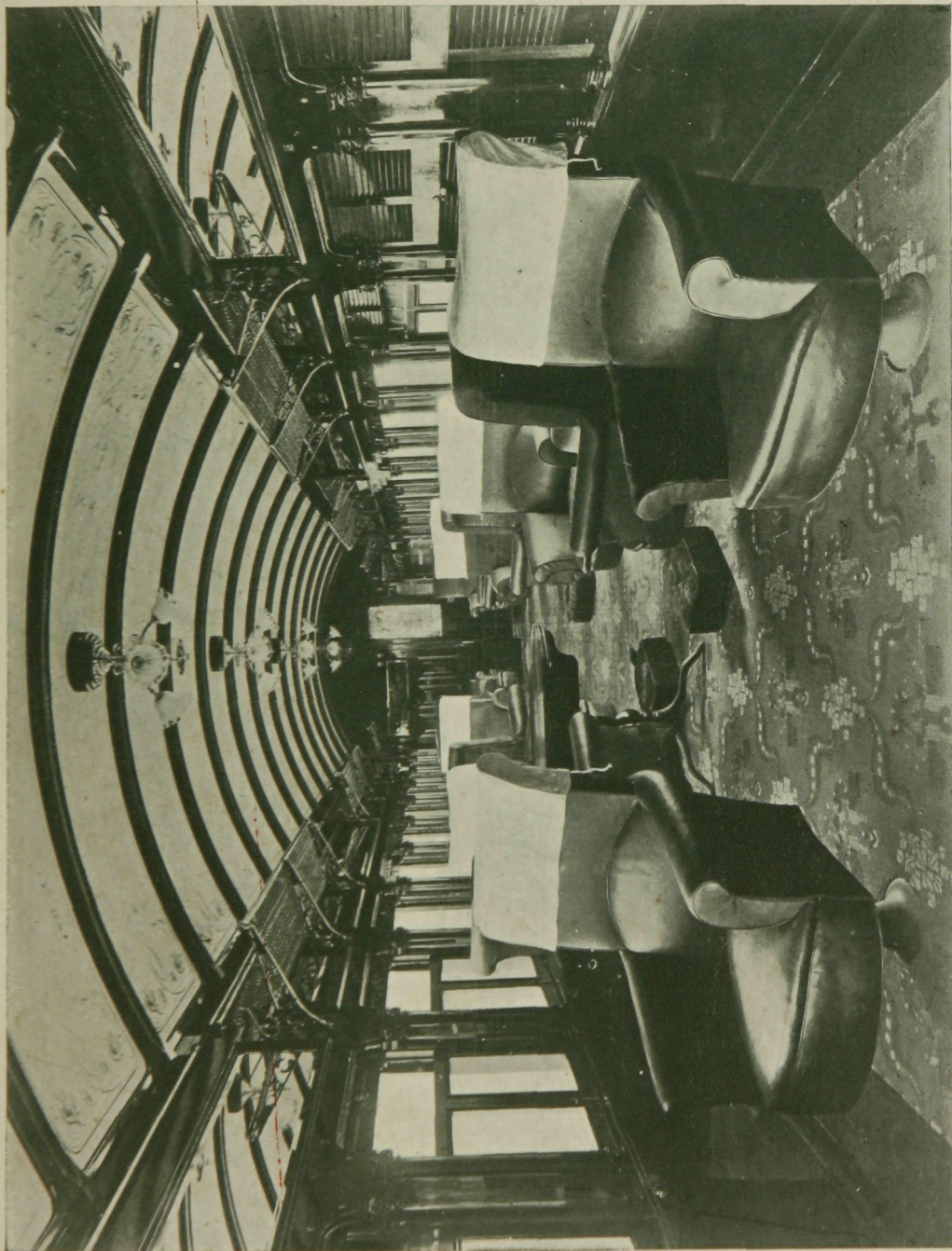
ETHERIDGE RAILWAY.

A train leaves Alma-den for Charleston at 7 a.m. on Tuesdays, Thursdays, and Saturdays, reaching Charleston 6.0 p.m., and train leaves Charleston for Alma-den at 6 a.m. on Mondays, Wednesdays, and Fridays, reaching Alma-den 4.30 p.m.

RESERVATION OF CHAIRS IN PARLOUR CAR.

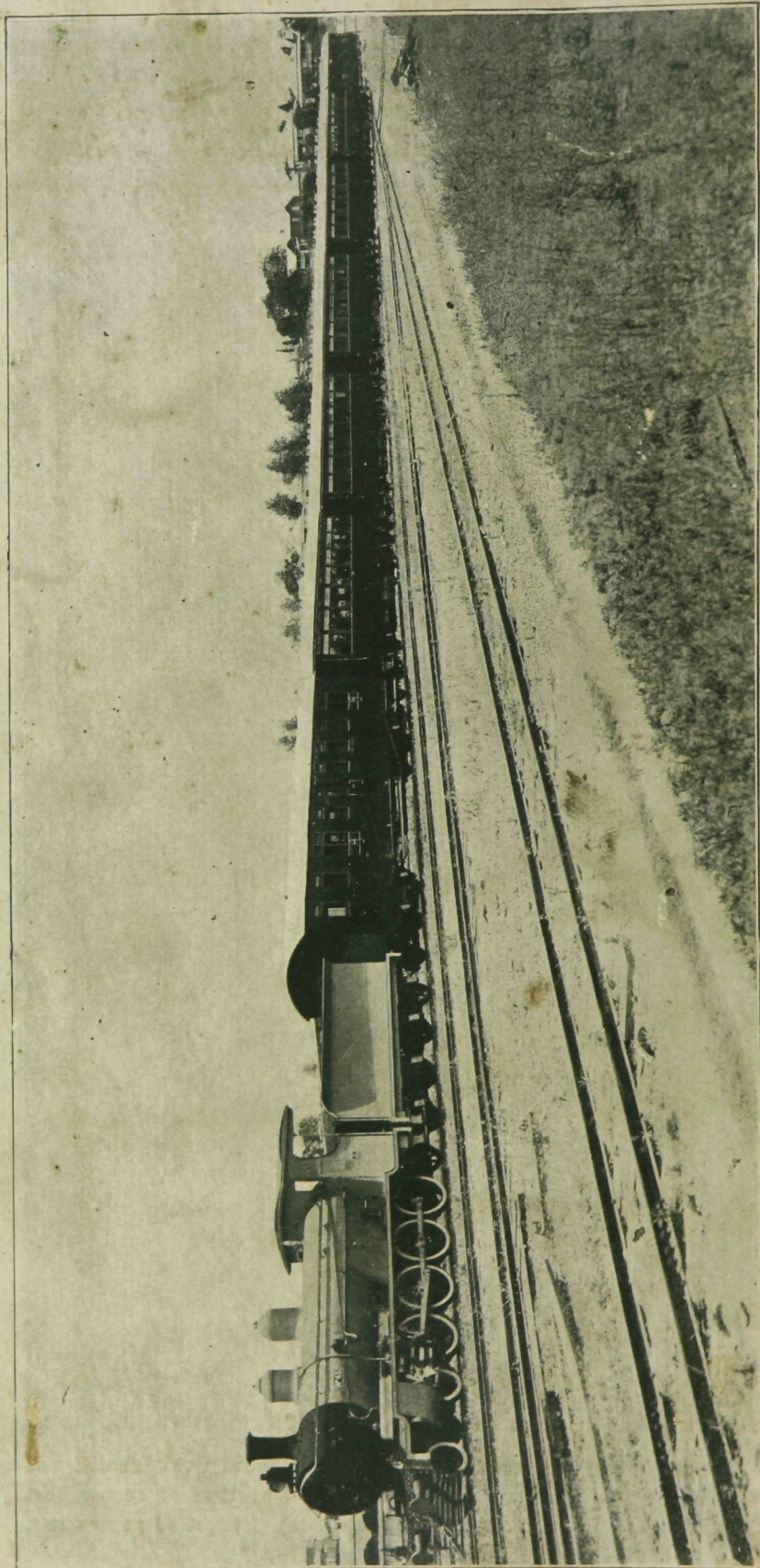
Chairs will be reserved for First-class Passengers on payment of Five Shillings, but any Chairs not booked at the time of starting may be let to passengers at the following charges, viz.:—

Between Brisbane or Ipswich and Wallan-garra	- - - - -	5/- each.
Between Brisbane or Ipswich and Toowoomba	- - - - -	2/6 ..
Between Toowoomba and intermediate stations to Wallan-garra	- - - - -	2/6 ..



INTERIOR OF PARLOUR CAR, SOUTHERN MAIL TRAIN.

Chairs cannot be reserved more than one week ahead, and then only on payment of Five Shillings at time of reservation. The Conductor on the train will see to the comfort of passengers.



THE NEW INTERSTATE CORRIDOR MAIL TRAIN.

